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**SCOTTISH LETTER.****THE ROYAL VISIT TO SCOTLAND.**

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, July 18th.

The Royal Visit to Holyrood just concluded has been successful beyond all anticipation. It was made as informal as circumstances allowed, and has been a renewal of the oldest and the best form of relations between Crown and nation. The King and Queen have gone out and in amongst us as amongst friends. They have carried through with perfect grace and tact a programme of public and private engagements; and at the same time place has been found for many unarranged and unrebursed incidents, all of which have gone to strengthen the already firm hold which the occupants of the Throne have secured on the personal affections of the people. It is, however, in its historic aspects that the visit has left perhaps its deepest and most lasting mark. It is not too much to say that regarded from the point of view of the intimacy with which Their Majesties have been brought into touch with the past, as well as with the present, this visit has surpassed in interest and influence any previously paid to the Scottish capital and kingdom by a reigning Sovereign of this House.

While Edinburgh naturally and rightly secured the largest share of the time and attention of our Royal visitors, time was found to sample many of the things and places most worth seeing between Fife and the Borders. The journey to Dunfermline alone would have been sufficient to render the visit notable. It was the return of a glimmer of Royal favour and countenance to a place that once basked in it—to a city which has claims to regard itself as the cradle and nursing ground of Scottish Monarchy, as well as the last resting-place of a long array of Scottish Kings and Queens. Their Majesties came to it under the most auspicious circumstances. For Dunfermline has lately been digging down into the rich soil of its past and discovering there remarkable testimony of mediæval art and culture. What is more of living interest, it has found itself, through the unstinted liberality of a loyal son, endowed to an ample extent with the means of pursuing the upwards paths of physical health and intellectual progress—of becoming, if it values and turns to account these boons, as evidently it does, a "model city" of modern civilisation.

A long tour was also made through the "Scott Country," where, and especially on the spots in the Tweed valley most closely connected with his life and with his genius—Peebles and Traquair, at Melrose and Abbotsford, and by his grave at Dryburgh—it is easy to imagine the spirit of the Wizard, most loyal of men and most sterling of Scots, looking benignantly down on the scene. Equally historic ground was covered by Their Majesties on a later day—ground "whose claims to be that on which the destinies of the country were determined, go back, long behind Prestonpans and Pinkie, to the struggle of Celt and Angles, and to the coming of the Roman eagles. The Royal party visited Musselburgh, and Pinkie House, and Carberry Tower, names that each recall critical passages of Scottish history, and more particularly scenes in the life of Mary Stuart and Prince Charlie, and the now long-buried quarrels between Scot and Englishman, Jacobite and Hanoverian. In place of the lighthearted and strife of these days of division, there were "happy faces and glad voices" that greeted every step of the King and Queen. They are emblem and reflection, even more significant and appreciated than the glorious summer weather that has attended the visit, of the warmth of a Scottish welcome.

**ACHTERMUCHTY.**

The Fife Provosts are delighted with their reception at Holyrood Palace. His Majesty was somewhat mystified when the Provost of Auchtermuchty was presented. "Auchtermuchty? Auchtermuchty? Where is that place?" he asked, threatening the "Auch" and the "much" delightedly. The Provost of Auchtermuchty, Mr. Henry B. Rowie, is a grocer, and not a bashful man, and he instantly replied:—"In the Kingdom of Fife, near the Royal Palace of Falkland, your Majesty." "Oh, yes, yes, I understand," said the King, and then as he passed on the Provost of Auchtermuchty with a merry twinkle in his eye said if His Majesty would honour them with a visit they would be very pleased to give him a civic and Royal reception. His Majesty smiled his thanks. "Most delightful," was the Provost's expression when asked what he thought of the Royal group at Holyrood.

**AN ANCIENT CEREMONY.**

Near Peebles, Mr. M. G. Thorburn, the laird of Glenormiston figured in an interesting and picturesque little ceremony, which dates from old times. In presenting a red rose to the King, Mr. Thorburn said:—"Your Majesty, as owner of the lands of Glenormiston, which I held in free bench farm fee and heritage forever, paying to Your Majesty and Royal successors one red rose, if asked for, Your Majesty has been pleased to ask it, and I here present it." The rose, which was grown on the Glenormiston estate, was accepted by His Majesty.

**"ONE HUNDRED JUGS."**

Mr. Henry Kerr escorted the King round the Royal Scottish Academy Exhibition, and greatly amused His Majesty by relating a joke connected with the picture, entitled, "One Hundred Jugs." This picture shows an array of jugs of all sizes and colours, and has been bought by the Liverpool Corporation. Some one in an idle moment, counting the jugs, finding there were only 75, remarked that it was as well that it had not been sold to a Scottish Corporation or they would have insisted on the other 25 being added to the picture.

**ST. ANDREW LORD RECTOR.**

Mr. Rudyard Kipling, when he goes to St. Andrews in October to give his Rectorial address, will be accompanied by his cousin, the Prime Minister, who will be given an honorary degree. It is unlikely that any Lord Rector ever before went to give his address with so distinguished a relation as the Prime Minister in his train. No doubt Earl Haig, as Chancellor of St. Andrew's University, will make a point of being present and of presiding.

**"TO A DAISY."**

The wee modest-erimson tipped flower, gives the gowder many a weary hour these days. Some of us, searching for our two and sixpence worth of concentrated rubber in a sea of daisies feel that our ode to the cheerful little floweret would contain more "feelin'" (of a kind) than can be discerned in certain verses by one Robert Burns, sometime of Ayr. The rain and heat have brought up a rich crop, and the old slogan about keeping your eye on the ball is difficult to follow.

**BALANCE IS EVERYTHING.**

I am inclined to agree with the English authority who declares that the average amateur stands too far away from the ball when preparing to drive from the tee. There must be the correct balance to bring about the correct hit. Balance is everything in golf. The professional keeps well over the ball, with a slightly bent back, and that alone assists to keep the pole all through the swing. There is no better example of the well-balanced golfer than Harry Vardon, who, as a matter of fact, is as keen on balance as a good swimmer. Without a well-balanced body all through, the clubhead cannot make a perfect circle.

**NO "WRINKLED" FACE.**

Though barred in this country, the iron club, with the nutmeg grater face, is still permissible in America, but according to Mr. Harold Hilton our legislators are likely to announce a definite ruling on the question before long. The two great golfing nations, must be in agreement on this decision. There would appear to be only one reasonable solution of the problem. Keep to the absolutely plain face and let there be absolutely no tinkering with that face.

**A DEERAGE ROMANCE.**

Lady Archibald Campbell, whose death is just announced was the mother of the Duke of Argyll. She had lived at Combe, near Kingston-on-Thames, since the death of her husband, Lord Archie Campbell, about 10 years ago. Lady Archibald was one of the truly great women of British society, and her history is a real romance of the nobility. When she was born, nearly 80 years ago, Lady Archibald—she was formerly Janie Callender of Craigforth—was taken as his ward by the then Duke of Argyll, who little dreamed that when she blossomed into glorious womanhood his own second son, Lord Archie, would fall in love with her, marry, and provide the great house of Argyll with a Duke who should unite in person the two great strains of the Campbell blood. She was second to few in musical talent and artistic attainments, and it was she who in the early eighties started pastoral plays. She appeared as Fair Rosamond, and played Ophelia in "A Midsummer Night's Dream." These performances were attended by royalty and the smart world of London. She was the author and manager of "Tim Lin," a Scottish ballad, produced at the Theatre Royal, Edinburgh, in which she played the title role. Lady Archibald, like many artistic folk, adopted the "picture" style of dress, wore quaint jewels, and was seldom or never seen with a tiara.

**THOSE QUEER ENGLISH.**

"These English are a queer lot," said a man I know, who had just returned from a visit to an acquaintance in London. "When I arrived at my friend's down South, about tea-time, I was asked, 'What do you say to a little something Scotch—the real thing?' 'Naturally, I said, 'Righto!'—and the fathead fetched some Dundee marmalade!"

**O.K.**

"O.K." is said to have been derived from Andrew Jackson's ignorance of spelling; he initialed a despatch, O.K., and when asked what it meant said "Oll korrek." Ex-President Wilson, however, derives the letters from an Indian word "Okeh," meaning "good" or "perfect."

"Boy! A Good Smoke, my Slippers and Armchair."

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**THE HONGKONG HOTEL CO. LIMITED****ANNOUNCEMENT.**

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

(a) "Cash" means any coins or notes current in the Colony.

(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

(a) any sale by the proprietor of an hotel to a person residing at the hotel;

(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;

(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjacent licence.

4.—Where any intoxicating liquor is sold by a servant or employe in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

**THE HONGKONG HOTEL CO., LTD.,**

WALTER J. HAWKER,

Secretary.

Hongkong, 15th August, 1933.

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## BACK TO GOLD.

RUSSIA'S NEW NOTE ISSUE.

[FROM THE ROSA NEWS AGENCY.]

Moscow (by mail), July 10th.

The statement of accounts issued by the  
Note Issue Department of the State Bank  
on April 16th showed assets amounting to  
8,800,000 chervonets; the chervonets, being  
ten gold roubles, may be taken as roughly  
equivalent to the pound sterling. At that  
date the notes handed over to the general  
department of the State Bank amounted  
to 4,700,000 chervonets, but the notes  
actually issued to clients and in circulation  
amounted to only 3,000,000.

According to the decree authorising the  
issue of notes, the Note Issue Department  
was only required to maintain a reserve  
of gold and foreign currency equivalent  
to one-quarter of the notes issued (the  
balance being covered by bills and other  
securities). In fact, the Note Issue De-  
partment has maintained a reserve of  
"first-class security"—gold and foreign  
currency—of considerably more than fifty  
per cent. of the notes issue. On April  
16th it was 76.9 per cent. Moreover,  
bearing in mind the fact that only 50 to  
60 per cent. of the notes technically issued  
by the Note Issue Department are actually  
put into circulation by the bank, we find  
that in practice the notes in circulation  
are covered fully by the gold and foreign  
currency reserve. The following table  
shows the position (in chervonets) from  
March 1st to April 16th:—

Date	Issues by Note Dept.	Actually in circulation	Gold and foreign currency reserve
March 1	3,000,000	1,400,000	1,988,000
March 16	3,700,000	1,900,000	2,372,700
April 1	4,500,000	2,500,000	2,789,500
April 16	4,700,000	3,000,000	3,816,900

The strong position of the State Bank's  
notes is, therefore, fully justified, espe-  
cially when it is remembered that, in ad-  
dition to the cover in gold and foreign  
currency, further cover is maintained in  
"second-class securities"—this term being  
used for such excellent cover as sterling  
drafts, besides good Russian bills of ex-  
change and other securities against goods.  
These second-class securities amounted, in  
the statement of April 16th, to 2,883,000  
chervonets.

## RUSSIA AND THE POWERS.

FINANCIAL STABILITY IN SIGHT.

Moscow, July 20th.

Mr. John Sinclair, the noted American  
banker and financier, has arrived here  
among other prominent Americans. He  
is collecting materials for his new book  
"Finances of Europe" and has come to  
Moscow in order to become acquainted  
with the situation. In an interview with  
a correspondent of the *Evening Star*, Mr. Sin-  
clair said:—

"I come to Russia to study her financial  
affairs. According to information spread  
abroad on Russia, I expected to find here  
a hopeless situation, but I am pleasantly  
disappointed. Now leaders of Russia  
attach the greatest importance to the  
question of credits and loans. It is evi-  
denced by the appointment of Professor  
Kassel, the well-known Swedish financier,  
as an adviser. Mr. Kassel is a recognised  
world-wide authority on questions of  
credit, and money circulation. I am sur-  
prised to find that the State Bank with  
its two hundred and twenty branches  
scattered all over Russia is steadily lead-  
ing the country towards stabilisation. The  
latest quotations put the Russian "cher-  
vonetz" (10 roubles) above the English  
pound sterling because the "chervonetz"  
is better guaranteed by the gold reserve  
in the State Bank than the pound. There-  
fore, so far as the "chervonetz" is con-  
cerned, the financial stabilisation is  
already a fact.

The question of State emission of  
paper currency is still difficult, although  
it is gradually improving. The paper  
rouble can be stabilised only when the  
emission is stopped and the revenues cover  
all the expenditure of the Government.  
Industry naturally will be impeded in its  
development until stabilisation is achieved.  
It is the most important problem of the  
present day.

## DISARMAMENT AND STRAIGHT DIPLOMACY.

"I am also pleasantly surprised by two  
facts. First, Russia has given to all  
Europe an example of real disarmament,  
having reduced her army to the  
minimum. Whatever our attitude to-  
wards the Russian Government may be,  
every friend of humanity must be grateful  
to the present Russian Government.  
Secondly, there is the position of Russia  
in international politics and the line of  
action under the leadership of Mr. George  
Chicherin, the present Commissary for  
Foreign Affairs. Instead of using ambigu-  
ous diplomatic phrases, Mr. Chicherin  
speaks frankly and plainly. He does not  
try to avoid any question. He is strongly  
against mandates, spheres of influence  
and other methods usually applied by the  
Great Powers in their relations with small  
nationalities. Mr. Chicherin believes in  
a healthy co-operation and a frank dis-  
cussion of all questions. This policy will  
remove all dangers of war in future and  
is in contrast to the intrigues of the pre-  
war Russia."

## AMERICAN VIEWS ON RECOGNITION.

"It is difficult to say when America  
will recognise Russia. The present Har-  
ding Administration is against it, but  
public opinion of the United States is  
more and more inclined towards it. It  
may compel the present Government to  
yield on this point in order to win the  
elections of 1934. Anyhow, the progressive  
forces are bound to be victorious in the  
end. It may result in the election of Mr.  
McAdoo as a Democratic President or  
Senator La Follette as the representative  
of a new party. In any case America  
will have to do what she ought to do now  
to enter into diplomatic and commercial  
relations with the Soviet Government of  
Russia."

## MALARIA RESEARCH.

In the unfortunate difference of opinion  
that has been exhibited in connection with  
the Rosa Memorial Institute, it will be of  
interest to note the views of Sir James  
Castle, which he gives in the *Journal*  
of Tropical Medicine. He writes so  
as to smooth the adverse views that have  
been expressed, and at the same time to  
do justice to all the names that have been  
associated with the prevention and cure of  
malaria. He tells us that the great dis-  
covery of the part played by the anoph-  
eline mosquito in the spread of malaria  
formulated by the late Patrick Manson,  
and proved by the patient labours and  
the scientific acumen of Ronald Ross, has  
been before the world for well-nigh a  
quarter of a century. The part played  
by Ross in this great drama of science  
was for the most part a practical one, and  
not the less wonderful in its material  
bearing. Without belittling the important  
work of Bignami, Grassi, MacCallum,  
and others, it may be said that the four  
most chiefly concerned in this epoch-making  
discovery are: Laveran, who found the  
parasite of the disease; Golgi, who proved  
the plurality of species of the organism;  
Manson, who formulated the mosquito  
theory; and Ross, who worked out the  
chain of evidence, to a practical issue.  
Each of them played a glorious part, and  
now that well-nigh a quarter of a century  
has but served to clinch the truth of the  
whole story, it is meet that due recognition  
should be given to the last of those who  
crowned the investigation with success.

## "BELLE OF NEW YORK."

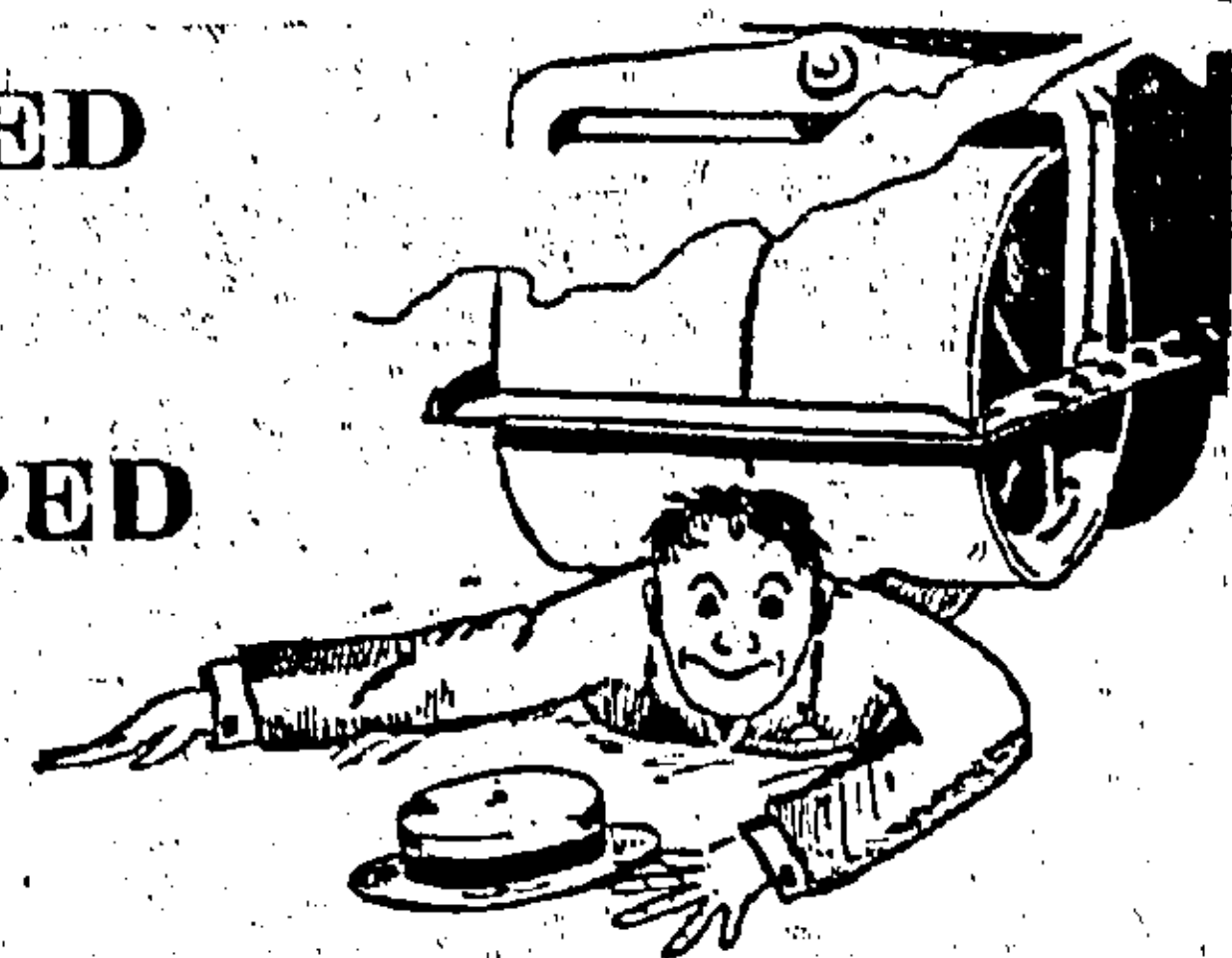
DEATH OF ITS COMPOSER.

The death is reported from New York  
of Mr. Gustave Adolph Kerker, composer  
of "The Belle of New York," "The  
Lady Slavey," and many other musical  
plays. "The Belle of New York," with  
Edna May as the demure Salvation Army  
lady, was produced at the Shaftesbury  
Theatre in April 1908. Mr. Kerker was a  
rapid writer. Much of the score of "The  
Belle of New York" he is said to have  
written on his shirt cuff as the melodies  
occurred to him.

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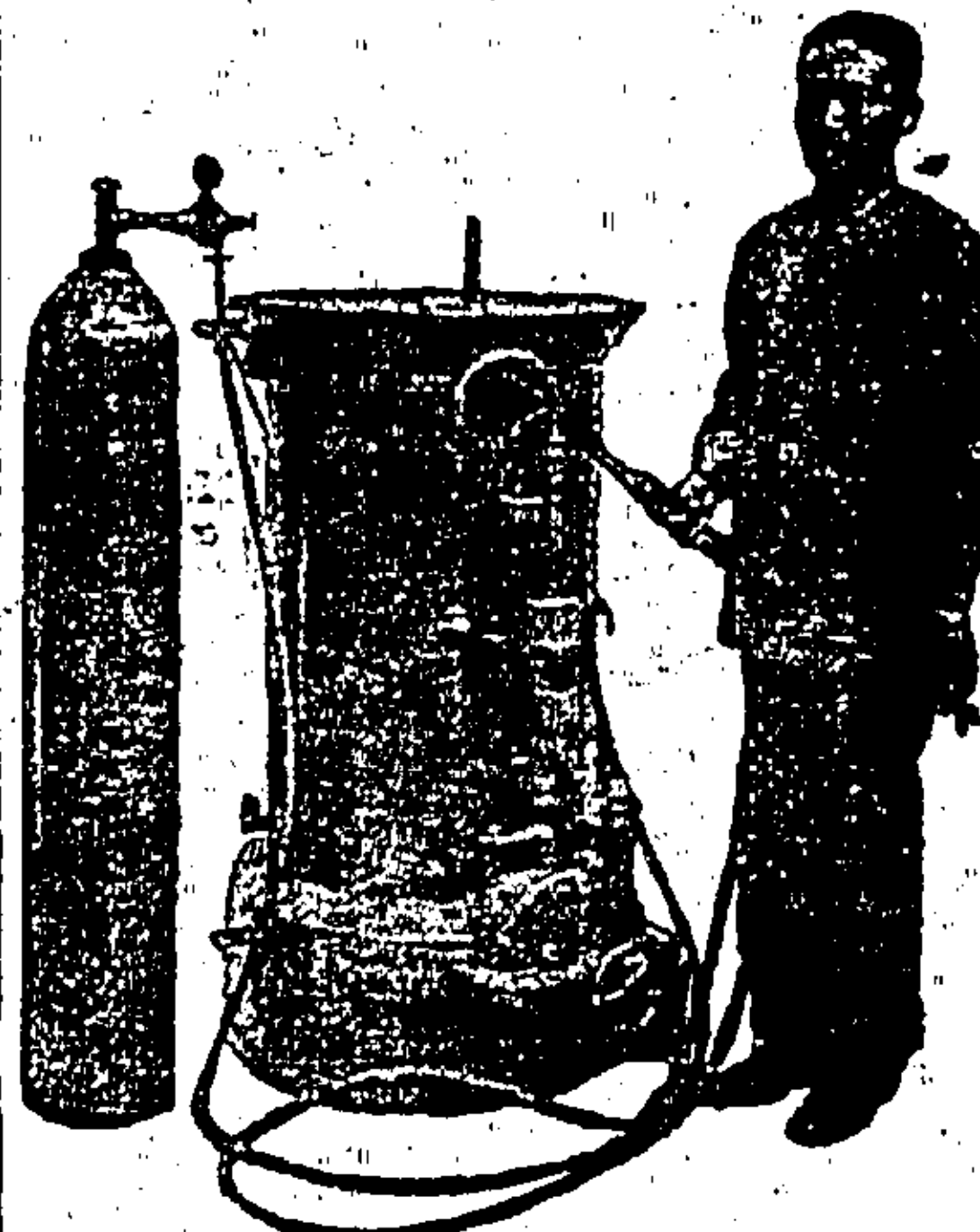
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I PAGLIACCI (Leontavallo) Prologue ... Riccardo Stracciari, Baritone.  
Do. do. Vesti la giubba ... Nino Piccaluga, Tenor.  
Do. do. (On with the Play) ... G. Zenatello, Tenor.  
Do. do. O, Colombine (Harlequin's Serenade)  
BARBER OF SEVILLE (Rossini). Numero Quindici  
(Number Fifteen)...A. Bonci (Tenor) and Ferruccio  
Corradetti (Baritone).  
Do. Voi dovreste travestirvi  
(You must disguise yourself)  
TANNHAUSER (Wagner) Oh! tu bell'astro ... Pasquale Amato, Baritone.  
(The Evening Star)  
I VESPRE SICILIANI Aria de Montfort ... Riccardo Stracciari, Baritone.  
(Montfort's Aria)  
LUCIA DE LAMMERMOOR (Donizetti) Tu che  
(Thou hast spread thy wings) ... Alfred Piccaver, Tenor.  
Do. spregiardi l'ali ... Nino Piccaluga, Tenor.  
DOSSA E lucevan le stelle (The stars were shining) ... Adamo Didor, Bass.  
MEFISTOFELE (Boito) Sou lo spirito ... C. Laori-Volpi, Tenor.  
BICOLETTA (Verdi) La donna e mobile ... C. Laori-Volpi, Tenor.

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An opportunity seldom offered.

## THE WING ON CO., LTD.

### CHINESE MARITIME CUSTOMS.

TRADE REPORT OF LAPPA  
FOR 1922.

Mr. E. Lebas, Commissioner of Customs at Lappa (opposite Macao), writes in his annual report:—

The value of the trade dealt with by the Lappa Customs Stations during 1922 is estimated at Hk. Tls. 23,516,415, as against Hk. Tls. 30,894,117 in 1921. When considering these totals it must be kept in mind, as explained in previous reports, that certain imports included in our statistics do not legitimately represent trade belonging to this district; they forsake their natural path of entry through Canton to take advantage of the lower tariff in force at Lappa, where we control, speaking generally, only native junks and their cargoes. Particularly is this the case with cotton yarn, of which 184,450 piculs, valued at Hk. Tls. 12,020,864, were imported in 1921 and 129,593 piculs, value Hk. Tls. 7,216,968, in 1922. In addition, for various causes detailed later and not all indicative of decreased prosperity, importations of rice and paddy, valued at Hk. Tls. 2,850,527 in 1921, increased this year by 45 per cent. and reached a total value of Hk. Tls. 5,233,503. With these reservations, it must be admitted that results were not unsatisfactory, having due regard to the many and serious handicaps which confronted trade during the year. The season's strike in Hongkong began early in January and was not settled until March. Its effects were soon felt, as the regular daily steamers—which, besides filling other wants, act as feeders to a portion of the trade which passes through Macao—ceased running altogether, and the Hongkong junk traffic to these parts, though not directly involved, became gradually disorganised as the strike extended and labour and other difficulties increased. Fortunately, Portuguese Government gunboats kept up communication with Hongkong for the carriage of mails and passengers.

Trade had not long resumed its normal course when fresh troubles broke out: on the 29th May, following upon the arrest of two Chinese, a serious clash occurred between the Macao police and a Chinese crowd, which resulted in a general strike being called, the exodus under threats from their own countrymen of a large number of Chinese from the colony, and a virtual blockade of Macao by the strikers, who held up all shipments destined for that port. It was many weeks before shops reopened at all and business was tentatively resumed.

Piracy, endemic to the delta, remained, as ever, by its perpetual menace, the chief obstacle to a free movement of passengers and goods. Even the waters nearby were not free from piratical depredations, and for the first time on record our station at Malacaw was attacked; but the staff were on the alert and forced the pirates to retreat after an unproductive venture and the loss of at least one of their number. On the 10th November the *Saima* was pirated in classical style: some 50 odd men shipped as passengers by this boat and on the return journey to Hongkong attacked the guards, killed two, wounded others, as well as the captain and some passengers, and having overhauled all on board, took charge of the ship. Money, stores, passengers' valuables, even crockery and kitchen utensils, were impartially collected and conveyed per *Saima* past Hongkong to a place up the coast where confederates in junks awaited their arrival. Their booty tramped, the steamer was allowed to return to Hongkong. In December Chienshan, a walled city opposite Lappa, was raided, the garrison overpowered, arms and ammunition seized, shops looted, and a number of young students carried off to be held for ransom. Similar tales come from all sides and, unfortunately, the year closed without any immediate prospect of a return to more settled conditions.

Meanwhile reclamation work in connection with the Macao harbour improvement scheme continues according to plan; the Netherlands Harbour Works Company have secured the contract for the construction of the proposed deep-water channel and artificial port, which when completed should enable vessels drawing over 20 odd feet to visit Macao at all tides. The contract is for 61 million dollars; work starts early in 1923 and will last at least three years; all who know Macao will watch its progress with interest and wish it success.

#### REVENUE.

The revenue, Hk. Tls. 958,215, including Hk. Tls. 3,980 surtax for famine relief, collection of which ceased on the 25th February. The total is less than in the preceding record year, but, with this one exception, substantially higher than in any other year (opium excluded). Duty and duties on direct importations account for over 90 per cent. of the revenue, exports from Lappa are generally through cargoes already duty paid.

#### SHIPPING.

(a.) Under General Regulations.—There was a decrease of 1,791 in the number of junks entered and cleared, but the aggregate tonnage dealt with increased by 8,891 tons consequent upon the addition since the spring of two extra tows of high tonnage on the Shekchi-Chienshan run.

(b.) Under Inland Steam Navigation Rules.—There is a decrease of 370 in the number of vessels trading under these rules; the difference is more marked if measured in terms of tonnage, as four of the larger steamers dropped out of their regular run from Sunning and Luichow to Malacaw; one was commandeered during the whole year, another for the last three months, and the remaining two during the same periods were either laid up or chose other routes for fear of a similar fate. These interferences with trade, when they do not stunt it altogether, tend to divert it permanently to other channels.

#### FOREIGN GOODS.

(a.) Import, Direct and Coastwise.—The total value of this branch of trade was Hk. Tls. 20,875,723, as against Hk. Tls. 24,320,203 in 1921. Importations of cotton yarn, though still heavy, fell off by 31 per cent. owing to transport difficulties and the general insecurity prevailing.

The increase in rice and paddy is due to the continuing prohibition of their export into Kwangtung from Kwangsi; extensive damage to crops through typhoons and floods in the Youngkong district; and reduced shipments to the province from Hongkong by steamer, not only during the strike, but later also on account of much cheaper freight rates by junk.

Metals and minerals are becoming yearly more popular in construction work of all kinds, and there was a steady advance in iron bars, nails and rivets, plate cuttings, etc., all of which were obtainable at more favourable prices than in the previous year. Cement shows an increase (from 35,013 to 103,360 piculs) coincident with the closing down of certain Canton cement works through lack of funds. In addition to being imported for ordinary uses, it was wanted for the erection in certain towns of fortifications against pirates, and quantities were shipped in connection with the extension of the Sunning Railway.

This enterprise was also responsible for much of the coal (mostly Japan) imported and for a good proportion of the hardwood timber, for which favourable rates ruled, two steamers instead of one being employed in its transport from Borneo to Hongkong.

Beans and peas, as usual, found ready markets.

The importation of fresh fish increased slightly, whereas that of salt and dried fish—a product of the principal industry at Macao—decreased from 206,484 to 182,496 piculs, a large proportion of the fishing fleet having left these waters during the troubles, owing to the difficulty of obtaining provisions.

There was a decrease in groundnut oil, lesser quantities being consigned to the Kowloon and Sunning districts, which, on the other hand, imported more nuts for the oil-presses there.

Matches show a decrease of 73,850 gross; new factories have been opened in the interior, and their products are offered at one-third the price of the Japanese article.

Kerosene oil decreased by 202,052 gal. tons, though the average cost here per case was \$5.35 in 1921 and \$4.70 in 1922; this is attributed to reduced stocks being maintained in distributing centres from fear of disturbances.

Brown sugar, mostly from Kwangchow, fell off slightly, but white sugar from Java and the Philippines was cheap, averaging 89 per picul, and importations increased from 49,397 to 57,014 piculs.

There was a slight advance in the importation of leaf tobacco from Singapore, which is less popular than the native, but, being 50 per cent. cheaper, is used for blending. Tobacco stalk increased from 2,909 to 5,521 piculs. It comes from Macao, where the native-grown leaf is prepared for export to Chinese in the Straits. The stalk was until recently sent to Indo-China, but its use superseded as a fertilising agent as new superphosphates is used as a fertiliser and insecticide in palm-leaf tree cultivation.

#### CHINESE GOODS.

(a.) Exports, Abroad and Coastwise (including Re-exports).—This trade is confined entirely to dealings with Hongkong and Macao. Its value was Hk. Tls. 825,771 and Hk. Tls. 799,129 to Hongkong in 1921 and 1922 respectively, and Hk. Tls. 6,532,791 and Hk. Tls. 4,244,465 to Macao during the same years. The difference in last year's trade with Hongkong may be described as a normal variation, but the decrease in exports to Macao reaches nearly one-fifth of the 1921 total and becomes more marked if reference be made to quantities instead of values, which were generally higher last year. The strikers' attempt to isolate Macao, actively pursued during June and July, and other effects of the strike still perceptible later, contributed largely to this result. All foodstuffs show a decline: poultry, from 578,372 to 317,725; fresh eggs, from 12,791 to 6,814 mille; fish and fishery products, from 9,221 to 6,622; fish, fresh, dried, and salted, from 49,510 to 37,914 piculs; fruit, from 41,020 to 31,893 piculs; also pigs, preserved meat, etc. Pigs appear under both import and export headings, but in each case are China-bred; those shown under exports (35,852 in 1921, 32,093 in 1922) come from the lower prefectures and the Heungshan district, and are sent nearly all to Macao, whence dealers, according to circumstances, re-ship a portion to neighbouring markets.

Only 6,635 were thus shipped from Macao in 1922 (11,403 in 1921), because of the restrictions imposed in self-defence by the Portuguese authorities during the attempted blockade of Macao.

Bricks and tiles and such materials fell off, as work on buildings and repairs thereto ceased temporarily for lack of labour. But other factors, directly or indirectly connected with piracy and the political and social unrest, also militated against a healthier trade with both Macao and Hongkong.

Firewood and bamboos from Kwangsi arrived in reduced quantities owing to the heavy toll exacted by pirates on the way down river. At the end of the year the price of firewood here had risen to over \$3 a picul. Bamboos from Kowloon declined in consequence. Straw mats for packing and other purposes, mostly from Luichow, left in diminished quantities, also because of transport difficulties (commandeering of launches). The trade with Hongkong and from the lower prefectures *via* Lappa, once of importance, tends yearly to gravitate to Kwangchow, owing to steamer facilities between that port and Hongkong.

(Continued at foot of next column.)

### COMPANY REPORTS.

#### EASTERN TELEGRAPH REPORT.

Having regard to the conditions prevailing during the past year says a House paper it is scarcely surprising that the Eastern Telegraph Company have to report a set-back for 1922. Gross earnings for the period to December 31st last declined £4,125,000 to £2,480,100, and, although there was a reduction of £119,900 in ordinary expenses and maintenance of cables and special payments to staff absorbed £158,600 less than for 1921, the net profit, after providing for Debenture interest and taxation charges came out at £917,200, as compared with £1,321,500, a decrease of £404,300. This is partially offset by the larger sum brought in and the disposable balance is £123,500, lower at £1,453,900. As for each of the four preceding years the dividend is maintained at 10 per cent. free of tax, but the amount transferred to reserve is reduced from £300,000 to £400,000 and balance of £215,300 is carried forward, as compared with £248,000 brought in. During the year an expenditure of £437,100 has been incurred on account of part cost of new cables, renewals, etc., and there was a loss of £2,700 on the sale of investments. These items have been charged against reserve, so that, notwithstanding the addition of £400,000 out of the past year's revenue, that fund has been reduced to £1,650,000.

#### EASTERN EXTENSION.

The Eastern Extension, Australasia and China, Telegraph Company announces a falling off in earnings, the gross revenue for 1922 having declined from £2,394,700 to £2,001,500, while ordinary expenses increased by £40,400. Special expenditure shows a saving of £22,800, and, after providing for taxation and Debenture interest, the net profit amounts to £724,800, as compared with £1,127,100 for 1921, a decrease of £402,300. It may be pointed out, however, that the profits for 1921 were the best in the company's history, and, with the only exception of 1919, when they reached £1,641,100, the past year's figures have never been exceeded. A much larger sum is now brought in, viz., £307,000, against £20,800 a year ago, so that the disposable balance is £175,200 lower at £1,032,700. The dividend of 10 per cent. free of tax, is repeated, and by reducing the amount transferred to reserve from £500,000 to £250,000, the directors are enabled to increase the amount carried forward by £74,800 to £282,700.

#### NETHERLANDS TRADING SOCIETY.

The General Balance Sheet and Profit and Loss Account to 31st December 1922 show that the net profits amount to 5,019,847.75 (4,468,321), out of which, after providing for the Statutory Reserve to the extent of 1,323,969.56 (228,897), a dividend of 6% has been declared.

### AMERICAN CITIZENS AND INCOME TAX.

#### BOMBHELL FOR AMERICANS IN THE PHILIPPINES.

The *Manila Times* publishes the following special radio message from the International News Agency:—

WASHINGTON, August 13th.

The Internal Revenue Bureau announced to-day that the Government will use every possible effort to expedite the collection of income-taxes from American citizens who are residing in the Philippine Islands. American citizens living in the islands are compelled to pay income-taxes to revenue collectors in the United States in the district where they maintain legal residences, regardless of the source of their income.

Revenue Collector Blair declared to-day that revenue collectors are now going back over the records of preceding years to determine the tax liabilities of American citizens living and doing business in the islands who may have failed to make returns as required annually, by law, in the income district. Collector Blair declared that in the past five years tax collections from this source have been reported regularly, and the fact that internal revenue business is now about to date make it possible for collectors to check over the records and find the delinquents residing outside of the United States.

Collector Blair said that Americans doing business in Manila or other cities are allowed by law to deduct from their gross income, the taxes paid independently to the Philippine Government, but that American officials exercise no supervision over the collection of such revenue, nor does the American Government participate in them. Collector Blair said he will depend upon the co-operation of American officials in the Philippines to round up any delinquents whose cases are called to the attention of the home office.

Leatherware (2,928 piculs in 1921 and 2,231 piculs in 1922) all comes from Youngkong and goes mostly to Hongkong. The increase is remarkable in that factories were closed for some months on account of labour difficulties. It probably indicates a change of route, two regular steamers between Youngkong and Canton having been commandeered.

There was an increase in cassia leaf oil from Kwangsi: in the two previous years inter-provincial strife had restricted export.

Paper of all kinds comes from Fatahah, where unfavourable working conditions influenced output.

Silk shows a heavy decrease: the advantage of cheaper transport by junk to Macao and thence by steamer to Hongkong was outweighed by the more important consideration of security in transit. Cargoes which normally came this way were sent from the producing districts to Canton direct, escorted by foreign gunboats.

The tobacco crop was poor on account of dry weather and disease to the plants. Palm-leaf fans of all qualities went to Hongkong direct from Kowloon by steamer instead of by junk.

### THE CANTON-KOWLOON RAILWAY.

#### THE SUSPENSION OF THE THROUGH EXPRESS SERVICE.

The *Canton Daily News* replies to some comment which appeared in the *Hongkong Daily Press* in the following terms:—Complaint is made by Hongkong with regard to the long suspension of through express trains between Canton and Kowloon which naturally affects the revenues not only of the British partnership, but likewise of the Chinese partnership. The complainant is quite justified in many respects. It should be our policy at all times to go to it that commerce and traffic remains open and free from interruption. Nothing is more suicidal than the curtailment of trade. War or no war, every effort ought to be made in the direction of the freedom of the sea as well as land communications. We are glad to note that in the case of the waterways of Kwangtung, traffic along the same is quickly opened when the opportunity presents itself. The full of Wuchow automatically cleared the passage for through traffic to that city.

In the case of railway transportation particularly that of the Canton-Kowloon Railway, there seems to be a hesitation on the part of the authorities to resume through traffic. One must, of course, take into consideration the proximity of the line to the scenes of military operations, the length of the line that has to be adequately guarded at this period, and the grave dangers of attack by Chan's soldiers as well as by bandits and other ruffian gangs. The hands of the authorities have been fully occupied during the last few months and it is not fair to demand too much from them at such a juncture. Anyway, the temptation to embarrass and entangle the authorities with foreign complications is too great for the opponents to resist. It is, therefore, more folly to invite and bring about complications with foreigners seeing that such a result is quite inevitable if through traffic is resumed without very adequate precautions and safeguards. In the light of this fact condemnation of the authorities should not be too severe.

When the partnership was formed, the parties thereto must have taken cognizance of the possibility and the probability of internal strifes. If they did not they must be presumed to have contemplated it from all the surrounding circumstances at the time. Thus suspensions are to be expected but they should not be so prolonged. Of course, each partner must bear with patience the short comings of the other partner and bear all consequences with fortitude. But when a partner is guilty of gross negligence, the other partner has a good cause of action against him. It is, therefore, up to the authorities to make out a case where they are not and cannot be regarded as guilty of such gross negligence. But if it be clear that they can carry out their part but do not do so, then it is high time that they confess their errors and bend all their energies to the fulfilment of their share of responsibility of the partnership. On this account, we would, therefore, urge upon the authorities to give this matter their earnest consideration so that normal traffic may once more be resumed on this line.

### CHIHILAND FENGTIEN UNITE AGAINST ANFUTIES.

#### TIENTSIN AND MUKDEN NEGOTIATIONS.

One of the most interesting developments in the political situation yesterday, says the *Far Eastern Times* (Peking), of the 14th inst., was a report in the Chinese Press to the effect that the Tientsin clique had submitted to Mukden a series of proposals intended as the basis of a possible agreement between the Chihli and Fengtien parties. They are somewhat sweeping in their character and, as they involve the removal of a number of Chihli officials may not prove entirely acceptable to the other wing of the Chihli Party itself. The basic proposal is that the Chihli and Fengtien groups should join forces against the Anfuties.

Briefly, the terms as reported are as follows:—That Marshal Tiao Kun should become President and General Chang Tso-lin Vice-President.

That the latter should be allowed to retain the Peking-Mukden Railway rolling-stock which he holds and the Salt revenue he has collected in Manchuria.

That "a certain man" (General Wu Pei-fu) should be Inspecting-General of Hunan and Hupeh, General Feng Yushiang, Military Governor of Honan, the present Tuli of Kiangsi, Military Governor of Hupeh, and General Hsiao Yunnan, Civil Governor of Hupeh.

That the post of Inspecting-General of Chihli, Shantung and Honan should be given to "a certain Civil Governor" (General Wang Chen-ping).

That General Wang Tung-chuan should be placed at the head of affairs in Fokien, and that the questions at issue between Chekiang and Kiangsu should be settled peacefully.

#### FIEUZAL GLASSES.

Out of doors there is nothing so useful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central. Adv.



## THE TYPHOON.

## ROYAL SYMPATHY.

## MESSAGE FROM H.M. THE KING.

The following messages have been forwarded to us from Government House for publication:—

"Balmoral Castle, Scotland, August 21st.

Sir Reginald Stubbs, Government House, Hongkong.

I am much distressed to hear of the sad loss of life and the damage to ships and property caused by the typhoon at Hongkong."

GEORGE R.I.

The following reply has been despatched to His Majesty the King:—

"To His Majesty the King,  
Balmoral Castle,  
Scotland.

"Hongkong thanks Your Majesty for your gracious message. Loss of life has not been great compared with experience of the past. Damage to property is extensive but not very serious and except for one steamer sunk in harbour, damage to shipping can be repaired without difficulty."

STUBBS.

## FURTHER MESSAGES OF CONDOLENCE.

## OFFER OF HELP FROM AMERICAN COMMANDER-IN-CHIEF.

"To Governor General, Hongkong.

Press Reports state great damage Hongkong caused by recent typhoon. The Commander-in-Chief of the United States Asiatic Fleet extends sincere condolences and desires to place at the disposal of the Governor of Hongkong the resources of the entire United States Asiatic Fleet in any capacity that may be needed.

(Sd.) COMMANDER-IN-CHIEF ASIATIC.

The following reply has been sent:—

"The Commander-in-Chief, U.S. Asiatic Fleet.

I greatly appreciate your message of condolence and am most grateful to you for your offer of help. I am glad to say that assistance is not needed. The damage done by the typhoon, though extensive, is not so serious as to require special measures."

STUBBS.

## THE NUMBER OF BODIES RECOVERED.

Since the typhoon and up to last evening 46 bodies have been sent to the public mortuaries at Hongkong and Kowloon. They are the bodies of people who were drowned, electrocuted or killed in house collapses during the typhoon. This total does not represent the total of the typhoon death toll. A number of junks, as already reported, were sunk at sea and it is quite probable that the bodies of those on board will never be recovered. In yesterday's issue alone we reported over 40 fishing people having been drowned at sea, and there are a number of European and Chinese crew of the s.s. *Longy Tung* still missing.

Two further deaths, due to the typhoon were contained in yesterday's police reports. In one case the master of a junk, No. T232X has reported that at 8 a.m. on the day of the typhoon, his junk was sunk and his little daughter aged six years is missing. She is believed to have been drowned. The rest of the occupants were saved. In the other case the police at Shaikwan have recovered the body of an old man aged 67 years from the foreshore.

We are now in a position to state that the body which was sighted from the Harbour Office on Monday afternoon floating down the Harbour was not that of a European, but a Chinese, the recovery of which was reported in yesterday's issue.

## BLAMED THE TYPHOON.

A Chinese, who was prosecuted by Mr. Burford, land bailiff, for trespassing on Crown land told the Magistrate (Mr. Melbourne) yesterday that the delay in moving a quantity of camphor wood which he had stored on Crown land without permission was due to the typhoon.

Mr. Melbourne's comment was: "The typhoon is responsible for a lot of things. The defendant was fined \$5 and ordered to remove the wood."

## SUPREME COURT.

## THE BANK LOAN CASE.

The case in which the Yik On Bank claims \$73,923.20 from Yuen Hang Kiu, a merchant, being principal and interest on money lent, was continued yesterday in the Supreme Court, before the Chief Justice, Sir William Rees Davies.

Mr. C. G. Alabaster, K.C. (instructed by Mr. M. M. Watson, of Messrs. Johnson, Stokes and Master), is appearing for the plaintiffs and Mr. E. C. Jenkins (instructed by Mr. G. K. Hall Brutton) for the defendant.

Witnesses for the defence were put into the box, and the case for the defence completed.

The case was adjourned till to-day, when Mr. Alabaster will reply.

## KOWLOON RESIDENTS' ASSOCIATION.

The following notes have been forwarded for publication by the Hon. Secretary of the Association:—

## THE POLICING OF KOWLOON.

"The Government cannot agree that the Kowloon Police Force is altogether inadequate, or that life and property in Kowloon are dangerously unsafe." This statement was made by the Colonial Secretary in a letter sent to the Kowloon Residents' Association and considered by the General Committee this week. The Hon. Mr. Fletcher added that the strength of the Police Force in Kowloon had been increased recently, and would be further increased if the occasion so demanded.

## POSTAL FACILITIES.

The Postmaster-General wrote to the Association stating that in future whenever a mail for Europe, America, India or Australia is due to be despatched on a general holiday (other than Sunday, Christmas Day or China New Year's Day) by a ship scheduled to sail at or after 1.30 p.m., the Kowloon Branch Post Office will be open for business until, and close a mail at, 11 a.m. In case of earlier sailing the office will close about two and a half hours before sailing time.

## TYPHOON SIGNALS.

Answering the Association's suggestion that signals should be displayed when the ferry had stopped running during typhoon weather, the Government wrote that it was considered inadvisable to display the proposed signals from Signal Hill because of possible confusion with weather signals. The mast at the Water Police Station was not suitable for the purpose. An alteration in the mast at the Observatory in connection with wireless telegraphy was under consideration, and the display of the suggested signal would be considered in the same connection.

## WHY BUILDINGS COLLAPSE. A SERIOUS DIVERGENCE FROM APPROVED PLANS.

"Had I arrived three hours later, the work would have been completed and I could not have seen what they had done. The roof would have probably fallen in and there would have been a collapse." This was the statement made by Mr. Neville of the Public Works Department to the Magistrate (Mr. Melbourne) when he appeared in Court to prosecute the On Hing contracting firm of No. 31, Aberdeen Street, for making an unlawful divergence from the approved building plan in connection with the erection of a garage at No. 16, Caine Road.

Mr. Neville said that when he arrived at the building he found the workmen covering up the reinforcement for the roof with cement. On examining the work he found that the bent iron bars had been put in in reverse fashion and that 1 inch bars were used instead of 1 1/2 inch bars. Only four bars were used instead of seven. The reinforcement work, Mr. Neville described as being 50 per cent. under strength.

The Magistrate said it was a very, very serious case indeed and imposed a fine of \$50 and made an order for the whole of the reinforcement work to be pulled down and to be rebuilt in accordance with approved plan.

## THE RICE MARKET.

Messrs. Wm. G. Hale and Co., Ltd., of Saigon, in their latest circular, which is dated August 1st, say: During the last fortnight, our market has fluctuated largely.

A heavy fall of about 25 cents per picul took place, owing to the bad news received from Hongkong and that one of the most important millers was reported to be selling at very low prices. But two days later the market rose again, and closed firm, the prices in Hongkong being better, and a good demand coming from Singapore.

10,000 tons have been sold to Japan, during the last fortnight for August and September delivery.

## MOTOR CYCLIST'S DEATH.

## SWERVING IN FRONT OF A TRAM CAR.

An Inquiry was held at the Magistracy, yesterday afternoon, into the circumstances surrounding the death of a Japanese motor-cyclist, named M. Sugita, who met his death as the result of a collision with a tram-car in Yee Woo Street, Causeway Bay, on August 9th. Mr. J. R. Wood (the Coroner) presided over the inquiry and a representative of the Japanese Consulate occupied a seat on the Bench alongside the Coroner. The Jurors were: Messrs. G. Mellis (Foreman), A. I. Mahomed and J. M. O. Remedios.

The driver of the tram-car stated that he was proceeding towards Whitty Street, and when he reached the London Mission chapel in Yee Woo Street, he noticed another tram-car coming in the opposite direction with a motor-cyclist behind it. The heads of the two cars were level when he first saw the cyclist who swerved into his car lines and tried to pass on the outside of his car. Witness sounded the gong several times and applied the electric brakes. His car was nearly stopped when the cyclist collided with the outside corner of the car. The cyclist after proceeding for another 45 feet fell off the machine.

Dr. Smalley, who examined the injured man after his admittance into hospital, said he was suffering from a compound fracture of the left leg. He discovered no other bodily injuries. An operation was performed which he considered was satisfactory. The deceased was a very fat man with a fatty heart and he never recovered from the shock. He died at 10.30 o'clock the next morning.

According to the widow, the deceased told her in hospital that he thought the tram-car was going slower than what it really was.

Another Japanese, who visited the deceased in hospital was asked by the Coroner who the deceased blamed for the accident. The witness said he blamed the driver of the tram-car for going too fast.

Mr. Course, Traffic Superintendent for the Tram Company, asked by the Coroner if he wished to give evidence, said he did not think it was necessary that he should do so. However, he expressed the opinion that the car could not have been moving fast, as it was rounding a corner at the time and if he had gone at any speed the trolley would have left the overhead wire.

The Coroner, in summing up to the Jury, said it seemed quite clear that what happened was an accident, and if any blame was to be attached it was probably due to what the deceased had done.

The Jury returned a verdict of accidental death and said they did not attach any blame to the driver of the tram-car.

## AN OVER ZEALOUS INDIAN WATCHMAN.

## COLLECTS AMMUNITION FOR THE POLICE.

Ghulab Khan, an Indian Police watchman at a Japanese mess, found himself at the Magistracy, yesterday afternoon, answering a charge of having in his unlawful possession nine rounds of ammunition.

Mr. D. Burlingham, Assistant Superintendent of Police, prosecuted, and Mr. Lee defended.

According to Sgt. Cunningham of the Water Police, the defendant was arrested on board a sampan on August 17th. He was in company with another Indian when he approached the boat he noticed something being thrown overboard.

When he searched the defendant, he found, in his pocket in addition to the ammunition, a piece of paper with jagged edges, the inference being that ammunition had been wrapped up in it.

The defendant in the box said on the evening in question he went on a visit to the s.s. *Alma* with an Indian friend. They stayed on the ship until 8.30 p.m. Just as he was leaving he noticed nine rounds of ammunition lying on the hold.

He picked them up and remarked to a fireman: "I will take them along and hand them over to the Police at Central Station."

In reply to questions by Mr. Burlingham, the defendant denied that anything was thrown overboard.

The Magistrate considered the case proved and imposed a fine of \$100 with the alternative of three months' imprisonment with hard labour.

## BLASTING DURING PROHIBITED HOURS.

## SANG LEE CONTRACTING FIRM FINED.

A representative of the well-known Sang Lee contracting firm appeared at the Magistracy, yesterday morning, in answer to a summons for carrying out blasting operations during prohibited hours.

A European Police Sergeant told Mr. Melbourne that the blasting took place opposite the London Mission in Bonham Road at 11.30 a.m., which was half an hour before the time stipulated by the regulations.

The defendant said they wished to get through with the blasting before the rain came down.

A fine of \$25 was imposed.

## GOLF AND GOLFERS.

## [BY "DREAMER"]

It is rather absurd trying to write a Golf article in a Colony where golf is almost a game of the past. We have become so used to having our week-end spoilt by typhoons that we do not take the trouble to arrange a week-end's golf. In the circumstances I hope my readers will realise the hopeless position I was in when I sat down to write this article. In fact I went round to my Editor and explained in polite language that I was "stymied." However, I got no sympathy from him, but was told I had got to get on with it. I was very worried and, wondering how I should reply to him, when I had a sudden brain wave. I think you will admit it really was a brain wave! I decided to turn up my dictionary and try to discover the real meaning of the various words so closely associated with the game, that we do not come across in every-day life. Before going any further I must explain that the only dictionary at hand was published somewhere about 1893. Furthermore, I learnt that at least forty learned professors had spent years on compiling this work of art, and not one of them bore the name of any golfer. I have ever heard of. Therefore, I warn any of my readers who are about to take up the game, not to study the dictionary too seriously, but rather to study the Rules as laid down by the Royal and Ancient Committee. As an expert, I admit they are more up to date.

To begin with, I looked up the word "links" as so many of my Scottish friends have pulled me over the coals for using the expression "Golf links" when I really should have said "Golf course." I found that the word links means (i) "a flat or undulating stretch of sandy soil, more or less covered with grass or heather"; (ii) "grounds laid out for the game of golf." Well, whatever "links" may mean in Scotland it is quite evident that even as far back as 1893 a certain learned professor realised that it meant any ground laid out for golf. Therefore, I shall continue to refer to Happy Valley as a Golf links, provided, of course, the Editor accepts any more of my articles!

Having found out the meaning of the word "links," according to the Scottish idea, I wondered what the dictionary would have to say about Golf. Here is what it says:—"Golf—a Scottish game played with a gutta-percha ball, and clubs resembling hockey sticks. A series of holes is made in the ground from 100 to 200 yards apart, usually on the circumference of a circle, sometimes half a mile or more in diameter, and a ball is driven into one after the other in regular order by each player, each having his own ball and set of clubs from which he makes his selection, according to the stroke to be played. The player who drives the ball from one hole to another in the fewest strokes scores a point, and the player who makes the most points wins." Well that's Golf, and it does sound simple, doesn't it! The circumference business makes one realise, according to my dictionary, that Happy Valley, apart from being rather too long, is as near perfection as possible. For confirmation of this ask one of the members of the sub-committee!

Now what is a putting green? Let us turn it up. A putting green is "the smooth ground, usually covered with turf, around a hole in a golfing ground." I hope our Green Committees will read this definition carefully. Of course, it need not be covered with turf, but apparently it is supposed to be smooth. Who was it who once said, "Some are smooth and some have turf, but others they have neither"? However, that does not really affect us in Hongkong.

Some little while ago, I remember, two members of the Golf Club had a fierce controversy in one of our contemporaries as to what a "bunker" was. What a pity they did not borrow my dictionary; it is all there. A bunker (i), according to the English version is "a large fixed receptacle, as a bin or the like," but, according to the Scottish idea, it was and is "formerly a sand pit on the grounds where Golf is played; now used of long grass, water, or other obstruction on such grounds." I do not say that this is in strict conformity with the ideas at St. Andrew's, but, nevertheless, it is in the dictionary.

Having got so far I felt that I was in a position to speak authoritatively, and all I had to do was to look up the meaning of the word "hazard." This was quite simple up to a point. I found the word "hazard" and I found its meaning was "a gambling game played with a dice-box, and two dice, by any number of players." Personally, I have always heard it referred to as "sixteens," and it is only used at the 10th hole, generally speaking. Until I can find another dictionary I am not going to take up the question "When is a bunker a hazard?" as the only answer appears to be "When it's a dice-box."

Having got myself rather tied up, I decided I would wander from the course for a while and look up the meaning of the names given to various clubs. The first club I came across was the cleft (by-the-way it was spelt "cleik," which very nearly made me miss it altogether). A cleft, or rather cleik, is (i) "a large hook," (ii) "a Golf club with an iron head, used when the ball lies deep in the sand or beside a stone." I am inclined to think that the professor who wrote this did so after an extraordinarily good tiffin. Naturally, I wondered if he carried a niblick and if so what he used it for. "Niblick," he described as "a Golf club with a cup-like iron head for jerking the ball out of tight places." I have no comment to make! The professor has me cold.

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Hongkong, 15th August, 1923.

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Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Buildings, Hongkong.  
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Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, 10-DAY, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 23rd instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 27th instant or they will not be recognized.  
All damaged packages will be examined on Thursday, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSER,  
Acting Agent.  
Hongkong, 27th August, 1923.

## NOTICE TO CONSIGNEES.

The Steamship "BOWEN CASTLE"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co. Ltd., whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.  
All claims against the steamer must be presented to the Undersigned on or before the 2nd inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
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Hongkong, 17th August, 1923.

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THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 14, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.  
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## BIRTH.

BENBOW-ROWE.—At Shanghai, on August 18th, to MILDRED, nee Barrow, wife of Mr. E. S. BENBOW ROWE, F.R.G.S., a daughter.

## DEATH.

QUINCEY.—At Shanghai, on August 17th, WILLIAM QUINCEY, aged 70.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

Hongkong, August 23rd, 1923.

## HONGKONG AND THE EMPIRE EXHIBITION.

It is not a mere ebullition of local pride to assert that Hongkong and London—let us reverse the order and avoid any suggestion of the hostfulness hinted at—that London and Hongkong have a good deal in common. Both are busy ports situated on islands on the fringe of great continents, both are important banking centres and—as the account given in our columns yesterday of the progress of the Hongkong section of the British Empire Exhibition reminds us—both are great mercantile centres. London and Hongkong each make it their boast that local trade, considerable though it may be, takes secondary place to the great volume of world commerce for which they act as distributors. Hongkong, like London, constitutes one of the gateways of Empire, and the policies of her merchants may promote or impede the great tide of British trade, upon which, in the long run, the Empire depends. The reflection should act as a corrective of narrow and self-seeking views. Hongkong is the guardian of British trade in China and it is satisfactory to learn, therefore, that although the Chinese community, proportionate to its numerical strength, will occupy by far the greater part of the space in the Hongkong section of the Exhibition, British interests in Hongkong will not be unrepresented. Kowloon and Taikoo Docks will have an exhibit of local ship-building activities, and industries like

cement and rope-making, carried on by British companies, will show what is being done in Hongkong in manufactures. It is to be hoped that, before the Exhibition takes place, the "possibility" of British importers and exporters combining in an exhibit to illustrate the Colony's merchant business, which was suggested in the statement we published yesterday, will have developed into an actuality. Admittedly there is nothing very spectacular about the operations of our import and export firms in cassia, cinnamon, ginger, galangal, groundnuts and soy; or the great staples of commerce, piece-goods, sugar, rice, flour, cotton yarn and kerosene, coal, ore and tin, with a host of other articles too numerous to mention. Nevertheless, it should not escape the consideration of British business firms that it will be advisable to have an exhibit in the Hongkong enclosure at Wembley Park, if only for the sake of establishing contact with the host of traders who will foregather at the British Empire Exhibition. It has been proved to the mutual satisfaction of firms here and at home as well as in other countries—sometimes the school of instruction has been a hard one—that the middleman, much though he may be abused by a certain school of economists, has been and will long remain indispensable for transactions with the traders of China. There are many substantial and very obvious reasons for this. There is, for example, the language difficulty, which is an insuperable barrier in many cases to direct trading relations with manufacturers in other countries; but, even more important, is the technical knowledge which the middleman can bring to bear in putting through business and the sense of security with which he inspires the manufacturer, who, though many thousands of miles away, has every facility for ascertaining his financial standing. Well established and fully recognised as the British merchant is in the China market, however, it is just as well that the opportunity afforded by the Exhibition should be taken of doing a little advertising on the well tried plan of "keeping one's name before the public." A single firm would scarcely be justified in the expense of exhibiting, but if the merchants of Hongkong can set aside trade rivalry and combine in a joint display, in which all their names, and the commodities in which they specialise, will appear, they cannot fail to reap a common benefit. Even the production of a commercial handbook of Hongkong's exports and imports, for which there is still time, might serve the purpose and prove the best way of securing lasting results from the Exhibition.

The local Exhibition Committee would seem to have a somewhat thorny problem before it in deciding how to allot amongst the Chinese exhibitors the amount of the Government grant. There is a sum of \$150,000 to be shared out among twenty-five people, or, in the last extreme, if the whole of the Government and Chinese Chamber's guarantee of \$100,000 and \$50,000 respectively is called upon, then twenty-five people will divide \$300,000. The problem is further complicated by the fact that some of the twenty-five exhibitors will doubtless make good profits, some will make small profits and some will make no profits at all. It may prove the simplest and fairest way of solving the problem to allot the exhibitors varying percentages of the total, according to the nature of the exhibit which they control. In any case, books will have to be kept in order to ascertain whether or not the guarantors may justifiably be called upon, and there should be very little difficulty in devising a perfectly satisfactory plan of distribution.

Mr. H. T. Creasy, the new Director of Public Works, is expected to-day by the P. & O. *Mantua*.

The P. & O. s.s. *Mantua* with the English mail of July 24th, and parcels of July 19th is due in at 4.30 p.m. to-day.

Mr. A. W. J. Watt has been promoted Agent for the Hongkong and Shanghai Bank at Hankow, where, hitherto he has been Acting Agent.

The Straits Settlements trade returns for July show imports \$46,709,000 and exports \$50,114,000, increase of \$13,920,000 and \$13,993,000 respectively.

PHOTOGRAPHIC VIEWS of the destruction and wreckage caused by the recent typhoon, including steamers aground and steamers submerged with funnel and masts exposed, rough seas, etc., may be obtained at Mrs. Fox's, No. 7 Wyndham Street.—ADVT.

The Hongkong and Whampoa Dock Co., Ltd., are to launch on August 30th the steamer *Saiwang*, built to the order of the Indo-China Steam Navigation Co., Ltd.

The dinner daisant at the Repulse Bay Hotel, previously announced for Saturday next, has been postponed till Saturday, September 1st.

Our Canton contemporary states that native banking houses in the city are doing a brisk business in buying and selling marks. All that can be said about it is that it is certainly a first-class gamble.

Dr. Wu Lien Teh, Director of the Manchurian Plague Prevention Service, arrived in Hongkong, yesterday, by the P. & O. s.s. *Kashmir*.

Silk forwarded from Hongkong by *Empress of Canada* on July 28th arrived in New York on August 18th having been 21 days in transit.

Mr. D. J. Purves, of Messrs. Jardine, Matheson & Co., Ltd., has been appointed Honorary Secretary of the Kowloon Residents' Association, succeeding Mr. C. M. McDonald, who has now left Kowloon.

Mr. A. A. Tuson, British Vice-Consul at Tientsin, has been appointed as Vice-Consul to succeed Mr. H. F. King, the British Consul at Swatow. Mr. Tuson expects to leave for his new post some time next month.

An armed robbery is reported to have occurred on Monday night at Lan Nei Wan village, Sai Kung district. Six men, one armed with a revolver and another with a dagger entered the house of one of the villagers and stole money and valuables worth \$77.

There was a big fire at Bangkok on August 12th a theatre and over twenty brick shops being destroyed. The building, which belonged to the Privy purse were not insured, but the stocks were in most cases, the bulk of the loss falling on Chinese insurance companies.

During the absence of Lieut.-Colonel W. N. Nicholson, C.M.G., D.S.O. on leave (with the permission to travel in China) the duties of D.A.A. and Q.M.G., China, Command, will be performed by Captain E. R. S. Dods, M.C. 2/4th Bombay Grenadiers (K.E.O.).

The following extracts from the *London Gazette* are published in Command Orders:—Infantry—King's Regt.—R.S.M. Charles Mitchell to be Quartermaster with the rank of Lieut. 14th July, 1923; Memoranda—Lieut. and Temp. Ordnance Officer 4th Class H. T. Bell, R.N. 1st, into R.F.A. is restored to full pay whilst employed with the R.A.O.C. 14th July, 1923; Royal Army Ordnance Corps—The undermentioned Ordnance Officers 3rd Class and Majors to be Ordnance Officers 2nd Class with the rank of Lieut.-Colonel 30th May, 1923: Bt. Lieut.-Colonel B. A. Hill, D.S.O.

TUESDAY NIGHT'S GALE.  
ANOTHER LARGE STEAMER  
ASHORE.

S.S. "REPOSE" STRANDED IN THE HARBOUR.

On Tuesday night, during the gale from the East another large steamer went ashore in the harbour. The vessel was the *Repose*. She dragged her anchor in Kowloon Bay and went ashore at Kowloon Dock Point right alongside the s.s. *Tai Lee*.

The s.s. *Repose* was purchased about five months ago in Manila by the Douglas Steamship Company and on her arrival in port she was sent to the Whampoa Dock Company to be fitted up for service with her new owners. On Saturday she had a very narrow escape from being driven ashore during the typhoon. On that occasion she dragged her anchor and in company with other vessels was driven across the harbour towards North Point.

After the typhoon she was taken back to Kowloon Bay and re-anchored there. On Tuesday night when the gale was working up strongly she again dragged her anchor and was carried by the force of the wind to Kowloon Dock Point where she grounded with her stern high and dry on the shore and her stern in fairly deep water. She is in close proximity to the stranded river steamer, *Tai Lee* and narrowly missed striking that vessel. Had this happened in all probability very serious damage would have been done to both vessels.

It is thought that no great difficulty will be experienced in re-floating the *Repose*. In the meantime her present position is delaying the salvage work on the *Tai Lee* as well as being a menace to her safety.

Late yesterday afternoon a Naval tug and the Whampoa Dock Company tug, *Sir Henry Knollys*, were at the scene of the stranding and it was hoped that the vessel would be refloated during the evening.



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## REPARATIONS DISCUSSIONS.

## THE FRENCH REPLY TO THE BRITISH NOTE.

PARIS, August 21st.

The French reply to the British Note follows the lines already forecasted.

It begins with a statement of France's position, which, it claims, contains the elements of a practical solution. It declares that the French Government never dreamed of pursuing a selfish policy with regard to reparations, which would be insoluble without due regard to the whole of the European interests involved. They must always take into account the difficulties of some of their Allies. Particularly lamentable is the persistent unemployment in England.

## CONCESSIONS GRANTED TO GERMANY.

Having itself on the Treaty, any infringement of which would create a dangerous precedent, the statement recites, in detail, a long series of concessions granted to Germany before and after the assessment of her indebtedness by the Reparations Commission, which concessions were never required, but merely resulted in further defaults.

## GERMANY ACCUSED OF EVASION OF OBLIGATIONS.

Germany, up to the end of 1922, steadily worsened her economic position, and never attempted to put her house in order as far as the Budget was concerned. Germany kept her transport charges the lowest of any country, and increased the number and salaries of officials. She did not tax industrialists and shipowners to whom she granted all manner of privileges and immunities, and thus built up a new mercantile marine, which is now competing with British and French shipping in American waters. Germany dug canals and multiplied telephones, undertaking, regardless of cost, all manner of work which France was compelled to postpone. Such were the conditions when France, in pursuance of her previously announced intention of seizing pledges, decided to occupy the Ruhr area.

## "LEGALITY OF THE RUHR OCCUPATION."

The reply then upholds the legality of the Ruhr occupation, but says that the occupation will be modified when passive resistance ceases. It asks the Allies to credit France with twenty-six milliards gold marks, accruing to her out of A and B bonds and to allot to her out of C Bonds any sums she may rightly claim.

## ALLIED DEBTS.

Under the head "Allied Debts" the reply says that Germany's capacity and resources should be estimated periodically, payments falling due being modifiable according to circumstances; such modifications being decided by a majority vote of the Reparations Commission.

The reply declares there can be no doubt that damages to persons and property should be granted priority over war costs. Consequently, it is unthinkable that such war costs should be claimed by the Allies from each other before Germany has begun to pay. In this matter France is willing to undertake a friendly discussion with Great Britain and her other Allies. The reply says it would be easy to reach an understanding which would provide for a settlement of that part of the German debt corresponding with the reconstruction of the devastated regions, and a postponement of the second part of the German debt and war debts. France does not suppose that England intends to claim the sum owing to her by the Allies before the reparations question has been settled.

## FRANCE DETERMINED TO PURSUE HER OWN POLICY.

The annex to the French Note replies in detail to the British Note in parallel columns. It says that France has hitherto not perceived the British Government's efforts to approach the ideals of France in the execution of the Treaty of Versailles, but France is convinced that mutual goodwill will lead to an agreement, and cites the French determination, a hundred times stated, not to abandon one centime of reparations, or the pledge she holds, till the reparations have been completely paid.

## COMPLAINTS REGARDING BRITISH NOTES.

The Note says that Great Britain's draft reply to Germany ignored France, because it did not mention the essential condition, namely, the cessation of passive resistance. It declares that the British Note is courteous but unconciliatory. France would have preferred a continuance of diplomatic exchanges instead of publicity.

It declares that Germany's capacity to pay is at zero, this has been brought about by the wish of the German Government, thus a valuation by experts would be useless, but this is no reason for wiping out the debt.

## WHAT FRANCE IS PREPARED TO "ABANDON."

The annex goes on to say that the German debt has been fixed by the Reparations Commission, but France, while maintaining her claims, is ready to abandon a sum equivalent to the remission of her own war debts. France has never said that she would be content to receive thirty-four milliards gold marks, as her claims are theoretically sixty-eight milliards and her debts twenty-seven. These are figures that should be balanced.

The British Merchant Marine has been reconstituted and the German Merchant Marine has been destroyed, or only reconstituted as the result of sales to Germany by England.

## FRANCE OBJECTS TO COMMITTEE OF EXPERTS.

To substitute experts for the Reparations Commission would be contrary to the Treaty. France denies that the Commission is the reverse of impartial, and declares that France did not go to the Ruhr to find money for reparations, but to seize pledges and to create the German will to pay.

## THE WAR IN MOROCCO.

## SPANIARDS LAND NATIVE LEVIES AT AFRAU.

MADRID, August 21st.

Advices from Melilla state that a force of native levies which landed at Afrau has occupied positions near Tafarauin.

## MARKS AT 40,000,000 TO £1.

## LONDON EXCHANGE QUOTATIONS.

LONDON, August 21st.

On the London Exchange Market the mark reached forty million to the pound sterling, and closed at twenty-seven million.

## PRESIDENT OF REICHSBANK RESIGNS.

BERLIN, August 21st.

The resignation of Herr Havenstein, President of the Reichsbank, who was accused of responsibility for the mark slump, is expected consequent on the ultimatum from the Socialists.

## U.S. GUNBOAT SINKS.

WASHINGTON, August 21st.

The gunboat *Copier*, whilst being towed from Montreal to Boston, sank in gale in the Gulf of St. Lawrence. There were no casualties.

## EARLIER CABLES.

## BIG FIRE IN BROOKLYN. TWO FIREMEN KILLED; FORTY-SEVEN INJURED.

NEW YORK, August 21st.

A large force of firemen were hurried in the collapse of a wall during a fire at a dance hall in Brooklyn. It is feared that ten of the men have perished and that thirty are injured. The disaster occurred just when the fire had apparently been got under control and a number of firemen were on the roof whilst others were on a lower floor turning streams of water on the flames. Crowds of spectators were dispersing when a terrific crash and clouds of dust and sparks shot up to the sky, and piercing wails were heard coming from the burning wreckage. Many of the spectators became hysterical.

Two motor fire engines were crushed like cardboard. A fireman directing a hose on top of an escape was struck by flying masonry, and crashed to earth on top of a spectator. Both men were sent to hospital. Simultaneously with the crash, the flames flared up afresh, and cast a ghastly glare on thousands of scantily clad bystanders. The cries of women and children mingled with the groans of the injured men, whose arms and legs were seen protruding from the wreckage. Firemen, police and civilian volunteers are attacking the ruins from all sides.

NEW YORK, August 21st.

Two firemen were killed and forty-seven injured in the collapse of the dance hall wall.

## UNEMPLOYMENT IN BRITAIN

## BIG INCREASE LAST WEEK.

LONDON, August 21st.

Unemployment has been gradually worsening during the past few weeks. Last week it increased by 20,000 to 1,212,000. On the other hand, trade conditions in South Wales are perceptibly brightening, owing to the increase of coal shipments and the improvement in spelter, nickel, steel and tinplates. Larger orders for the last-named have been arriving from South America and the Far East.

A Boston message states that the Municipality there is purchasing 15,000 tons of Welsh coal, which is offered cheaper than the \$15 charged for American anthracite.

## NEW USE FOR SMALL COAL. BRITISH PROFESSOR'S WONDERFUL DISCOVERY.

LONDON, August 21st.

Professor Illingworth, of the South Wales School of Mines, after sixteen years of research, claims to have produced, by a low temperature carbonisation of small coal, what is practically artificial anthracite, calculated to revolutionise the coal and patent fuel trades. He says the process of manufacture enables the extraction of twenty-five gallons of crude oil per ton of small coal, four gallons of motor spirit and a quantity of sulphate of ammonia, and the utilisation of vast quantities of small coal now wasted.

## U.S. COAL MINERS THREATEN ANOTHER STRIKE.

## WORK TO CEASE ON SEPTEMBER 1ST.

ATLANTIC CITY, August 21st.

America is threatened with another coal strike in consequence of the breakdown of a conference between owners and anthracite miners, endeavouring to reach an agreement. Mr. Lewis, president of the miners' union, announces a cessation of work on September 1st.

## BRITISH AMBASSADOR TO WASHINGTON.

LONDON, August 21st.

The report that Marquess Crewe is resigning owing to ill-health is not confirmed. It is learned that Sir Auckland Geddes will continue as Ambassador at Washington, but his health will not permit his resuming his duties. He has lost the sight of one eye.

## WORLD OF SPORT.

## HOME CRICKET RESULTS.

## NATIONAL BOWLING FEAT.

LONDON, August 21st.

England beat the Rest by five wickets at Lord's. A feature of the match was the sensational bowling of Tate, who after lunch yesterday took five of the Rest wickets for no runs. McBryan scored 80 for the Rest, and Sutcliffe 65 for England.

At Sheffield Yorkshire beat Glamorgan by an innings and thirty-four. For Yorkshire, Oldroyd compiled 79. Glamorgan in their second innings scored 89. Robinson taking 4 for 22 and Rhodes 5 for 26.

Kent at Canterbury beat the West Indies by 171. The West Indies in their second innings scored only 130. Cornwallis taking 6 for 37.

At Cheltenham, Middlesex beat Gloucestershire by eight wickets. Gloucester in their first innings scored 154, Lee taking 8 for 30, and in their second innings 144, Lee taking 4 for 27.

Essex beat Northants. at Southend by 263. For Essex, O'Connor compiled 99. Northants in their first innings scored 126, Douglas taking 5 for 55, and in the second only 45, with Douglas taking 6 for 14.

Hants at Southampton beat Lancashire on the first innings. For Lancashire, Watson knocked up 131. For Hants Hake compiled 81, not out.

Leicester beat Warwick at Birmingham on the first innings. Warwick scored 126 in their second innings, Astill taking 9 for 41.

The match at Chesterfield between Derby and Nottingham was drawn.

Worcester beat Sussex at Worcester by six wickets. For Worcester, Pearson knocked up 103, not out.

## AUSTRALIAN-JAPANESE LAWN TENNIS.

SYDNEY, August 21st.

The Australian Lawn Tennis Association has instructed Anderson to accept the Japanese offer to the Australian Davis Cup players to visit Japan on their homeward journey. It has requested Anderson to ask the Japanese whether they are willing to play return representative matches here.

## AMERICAN DAVIS CUP TEAM.

NEW YORK, August 21st.

The American Davis Cup team consists of Tilden, Johnston, Richards, Williams and Norris.

## COMING BOXING CONTESTS.

NEW YORK, August 21st.

Firpo has signed a contract to fight Wills at Buenos Aires in April, regardless of the outcome of the Firpo-Dempsey fight on September 14.

## GLIDER CONTESTS.

PARIS, August 21st.

Lack of wind, or unsuitable winds, resulted in low totals in the gliding at the Vanille meeting, which have hitherto consisted chiefly of a duel between Maneyrol, on a Peyret glider, and the Belgian, Simonnet, on a Poncelet monoplane. The longest flights hitherto made are: Simonnet, two hours, fifty-eight minutes, and thirteen seconds; and Maneyrol two hours, thirty-nine minutes, and forty-one seconds.

## HOME FOOTBALL.

LONDON, August 21st.

In the Scottish League, Rangers and Falkirk drew, the score being two goals each.

The Duke of Connaught, as Grand Master, consecrated, with the assistance of the Duke of York and other Grand Officers of England, the Old Etonian Lodge, No. 4,600, on July 3rd. Lord Kensington was installed first Master, with Viscount Lascelles and Lieut.-Colonel the Hon. G. V. A. Monckton-Arundell as Wardens.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## FIRE ON "PRESIDENT GRANT." HONGKONG CARGO AND MAILS DAMAGED.

TOKYO, August 21st.

A fire is reported to have broken out aboard the Admiral liner *President Grant* at present at Kobe. The fire started in No. 1 hold and has not yet been extinguished. Considerable damage is feared.

TOKYO, August 22nd.

Reports state that the fire on the *President Grant* stated in Nos. 8 and 9 (not 1) holds while the ship was on the voyage between Yokohama and Kobe. It raged fiercely till late yesterday, when it was controlled by flooding the holds.

The damage to cargo and mails for Shanghai and Hongkong is considerable.

## "PRESIDENT GRANT" LEAVES FOR SHANGHAI.

LATER.

The *President Grant* sailed for Shanghai yesterday afternoon, after the fire had been extinguished. The damage is stated to be not so great as was at first reported.

## JAPANESE SUBMARINE SUNK.

TOKYO, August 21st.

Japan's latest submarine sank on her trial trip off Kobe. Eleven of the crew have been saved, but 83 are missing.

TOKYO, August 21st.

The *Asahi*, in an extra edition, publishes a report that the newly-constructed submarine at the Kawanishi Dock, Kobe, during a trial trip this morning sank in 35 feet of water.

The captain, chief officer and five of the Dockyard engineers and four others were saved, but 85 men are missing.

## A BIG DEATH ROLL.

LATER.

While accurate details are still unavailable, it is reported that the Captain and four other officers were saved, though it is feared eighty of the crew were drowned.

The engineer of the dockyard, who managed to save himself by jumping from the vessel, was afterwards picked up by a lifeboat. He says that while the submarine was resting on the surface she suddenly, and from some unexplainable cause, inclined at a sharp angle, causing the water to flow in rapidly.

Rescue work was much hampered by the depth of the water, which is thirty-five fathoms.

## BRITISH CONSUL AT CHINKIANG FOUND DEAD.

SHANGHAI, August 21st.

Advices from Chinkiang state that the British Consul, Mr. E. A. Sly, was found dead, with his throat cut, in his bath-room on August 20th.

An inquest is being held.

## SHANGHAI SENSATION.

## WELL-KNOWN PUGILISTS ARRESTED.

SHANGHAI, August 21st.

A sensation has been caused in Shanghai by the arrest of two well-known local boxers, Matty Smith and Knute Hansen. They are charged with being concerned, along with others, in an armed robbery.

[BY COURTESY OF "THE DAILY BULLETIN"]

## POLITICAL BOMBHELL IN THE PHILIPPINES.

MANILA, August 21st.

A bombshell burst in political circles this afternoon when Senator Quezon announced that he had cabled to the Secretary of State for War at Washington that Mayor Rodriguez, who was recently appointed by Governor-General Wood, is an ex-convict of Bilibid Prison.

Mayor Rodriguez, it is alleged, was convicted in 1900 on the charge of forcibly abducting a woman by the aid of a band of bandits, and with being an accomplice in the murder of an American Army sergeant, and was sentenced to one year's imprisonment and fined P2,000.

Governor-General Wood, interviewed by Reuter's correspondent, said he was much surprised by Senator Quezon's disclosure of the alleged criminal record of Mayor Rodriguez. "Neither I nor anyone in this office had any knowledge of anything unfavourable respecting Mayor Rodriguez," he said.

Governor-General Wood said that since the release of Mayor Rodriguez in 1901 he had excellent records, public and official, both in the U.S. Government and the Philippine Government. He had been elected Mayor of his town and Governor of his province twice. He was serving as Governor at the time of his appointment as Mayor. He was convicted and sentenced by the Military Court during the Philippine insurrection when he was only 16 years of age.

Governor-General Wood said that he would look into the matter thoroughly. "The reason for reopening the case at this time is perfectly apparent," intimating political mud-slinging.

## BRITISH SCHOLARS IN THE EAST.

## THE PRINCE OF WALES ON ORIENTAL RESEARCH.

## ROYAL ASIATIC SOCIETY CENTENARY.

The Prince of Wales, who was accompanied by the Prime Minister, presided at the centenary celebration of the Royal Asiatic Society of Great Britain and Ireland, held at Burlington House, on July 17th. In the course of an address, the Prince emphasised the part played in Oriental research by British public servants in the East. He stated that he had met with satisfaction in his Eastern journeys that this tradition was far from dead.

## A CENTURY OF RESULTS.

The Prince of Wales, welcoming the representatives of foreign societies and branch and affiliated oriental organisations from the Dominions, expressed the hope that their coming might be fruitful both in personal intercourse at the Centenary gatherings and also in the co-operative advancement of Oriental studies.

Although he laid no claim to be an Oriental scholar himself, he might claim to have travelled widely in the "storied East"—from Egypt to Japan through India and Ceylon, the Straits Settlements, and the gateways of China. He could claim the privilege of having seen their cities and of having sought to know their mind.

Referring to the Centenary Volume of the Society, the Prince of Wales said he had been fortified by its records in views which had been borne in on him by his own experiences and by his own observations of the Eastern world in the course of his travels. The century of the Society's activities had been extraordinarily fruitful of results in many departments of Oriental discovery. To scholars of the last century we of to-day owed an immense debt for the illuminating research with which their industry and genius had enriched our understanding of those far-distant centuries of Asia's history, in which the civilisation of mankind took its rise.

"Our debt is to scholars of all lands alike," said the Prince, "to all those who have added to the common stock and have pushed forward the intellectual boundaries of Oriental knowledge. But to-day, in celebrating the centenary of the Royal Asiatic Society, I necessarily confine myself to the Society's retrospect and to its particular evidences of achievement and helpfulness."

## WORK OF PUBLIC SERVANTS.

"If you follow the series of names which occur in a survey of the Royal Asiatic Society's activities during the past one hundred years, you cannot but be struck, as I, too, have been struck, by the predominant part which our public servants in the East have played in scholarly contributions to Oriental research. Such names as those of Sir William Jones, for many years a Judge in Calcutta; of Henry Thomas Colebrooke, one of our two founders; of his friend and collaborator, Sir George Staunton; of James Prinsep and George Turnour, of that fine Indian soldier and diplomatist, Sir Henry Rawlinson—such names as these, and many others like them, all go to prove that a busy man will always find time to do that on which his heart is set.

"All of these were busy men, all of them hard workers, all of them distinguished themselves as servants of the State, and all of them added to their official distinction this further distinction, that they used for higher issues the phenomena, history, and ideas amidst which they worked in the East. It is just this blend of scholarship with official duties on which I lay stress as the characteristic dual distinction of these makers of the Royal Asiatic Society.

"While I deliberately refrain from naming living instances, I could not fail in my Eastern journeys to note, and to note with lively satisfaction, that the old spirit of Oriental research is far from dead. In spite of the increasingly exacting claims of administrative work, men in the East of to-day still find time to approach their work in that old scholarly spirit of which they are the heirs, and it was borne in on me that, rightly viewed, this scholarly spirit was in itself a manifestation of the loftiest conceptions of public service. For rightly to serve is rightly to understand those among whom service is passed." (Cheers.)

## PRIME MINISTER'S WELCOME.

The Prime Minister thanked the Prince of Wales for the interest he had displayed in the work of the Society. The Government, recognising the importance of this inaugural day, had pleasure in offering to the delegates a luncheon over which the Secretary of State for India would preside.

## SIR HENRY NEWBOLT ON CLASS DISTINCTION.

Sir Henry Newbolt presided at the triennial dinner of the Old Cliftonian Society on July 10th at the Connaught Rooms. In proposing the toast of "The School," he expressed his faith in the coming Cliftonian who he hoped would ignore class distinction. "Eton was the school of the aristocracy; then there was Harrow, the school of the plutocracy; and Winchester, the school of the Civil Service. Their school belonged to none of these classes. The tradition of the school was great, but they were about to begin life again under a new headmaster in most promising circumstances. Clifton belonged to none of these rigid classes, which were making life uncomfortable. The habit of thinking in classes was the worst heresy which existed among us and the Labour Party made a mistake in talking about class consciousness, and class warfare, when everybody should be anxious to get rid of such ideas. He trusted that Clifton would produce under its new head, Mr. N. Whately, men destitute of all class of class, and who would look at life quite fairly. (Applause.)



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### "A NATION OF OVEREATERS."

U.S. MEDICAL MAN'S CRITICISM OF HIS COUNTRYMEN.

Since the repeal of the law in New York State enforcing Prohibition, bootleggers' prices have been reduced 30 to 40 per cent, and to-day in New York you can buy real Scotch at 24s. a bottle and synthetic gin guaranteed not to "blind" the consumer at 8s. Apparently the supply is equal to the demand; in other words, "booze" flows as merrily by sea and land as was predicted. Nevertheless, the opinion of all the impartial critics is that, with the disappearance of public drinking places, the younger generation here is growing up without the taste for strong liquors, and this represents a great victory for temperance advocates. According to investigators here Americans are now becoming "food drunkards," and there is no nation in the world where people eat so much meat at breakfast, luncheon, and dinner, topped off with sweets and ice-cream. Dr. Alfred Glascock, speaking at the Medical Convention in New York on July 8th, gave a public warning that heavy eating is hardly less injurious to the average sedentary person than heavy drinking. He says that 10,000,000 little Americans are suffering prematurely from decayed teeth, and 15,000,000 others are afflicted with some other ailment due to the consumption of enormous quantities of sugary foods. American, he described as a nation of overeaters. "Many of us are dead on our feet," Overeating he described as the greatest cause of disease in America, and suggested that men should wear corsets and diet strictly to combat the danger of overweight.

### THE UNIVERSITY OF LATER LIFE.

"It had been said that the best education was that which a man provided for himself. It was what he taught himself that mattered. Now, in the public library, which might be called the free school of the people, the student was no longer 'spoon-fed,'" said Mr. John Minto, the chairman of the Scottish Library Association, the other day. "He was free to exercise his own choice of reading, and the public library became for him the best school of the humanities."

"One foresaw for the public library," continued Mr. Minto, "a widening horizon, an increasing purpose, since to it alone of all institutions which had the things of the mind for their province no limits were prescribed. Unrestricted by any conservative principles, it could not fall behind, a fate that might even for a time overtake a University. Thus the education acquired through the medium of the public library might be regarded as supplementary, as even corrective, to that provided by school or college."

"The library was the University of later life, a University which, while admitting all and sundry within its portals, imposed upon them none of the trammels of authority. Such was the University to which they were called to be the professors, and for the librarian of the future he could foresee responsibilities as yet but imperfectly realized."

### EXEMPLARS OF EMPIRE.

DUKE OF YORK ON THE TEACHER'S INFLUENCE.

The Imperial value of the personal influence of the school teacher was emphasised by the Duke of York in welcoming delegates from all parts of the Empire to the Imperial Education Conference, which he opened at the Board of Education last month.

The Duke said: Education, provided we take a wide view of the subject, is more vital than anything else to-day. To my mind, and in my recollection, its most important aspect is the personal influence of the teacher. Even the injunctions of Boards of Education can never be so potent a factor, and indeed must be subsidiary to the teacher's personality and example. His or her example in school and out of school can point the way to that healthy development of body and mind which can teach the boy or girl to esteem the playing of the game greater than the winning of the prize, and to put the honour and safety of the community before the success of the individual. Events conspire to make us all Imperialists to-day. It is well therefore, that the children who are growing up in this and other nations of the Empire should realise the full meaning of the Imperial partnership and should be reminded that they are destined to inherit a great trust. In addition to two delegates from the Irish Free State, two representatives from Northern Ireland were also present.

### HOLIDAYS IN GERMANY.

EVEN AUSTRIANS NOW FIND THEM CHEAP.

The Vienna correspondent of a London paper writes:—

The extent to which the mark has fallen even below the lowly Austrian krone is illustrated by the fact that Austrians are now flocking to Germany for cheap holidays. It is calculated by Austrians that they can now enjoy their holidays in Germany for about a third of the amount they would require anywhere in Austria.

So great is the rush to Germany that unemployed men and women take their places in the queues which form overnight at the passport office in Vienna for the purpose of selling their positions in the morning to newcomers, and from 2s. to 3s. is gladly paid for such a place, which means that the applicant may be able to get into the passport office after waiting only an hour or two.

The rush of Austrians to Germany this summer is even greater than that of Germans to Austria last year, when the exchange conditions were reversed.



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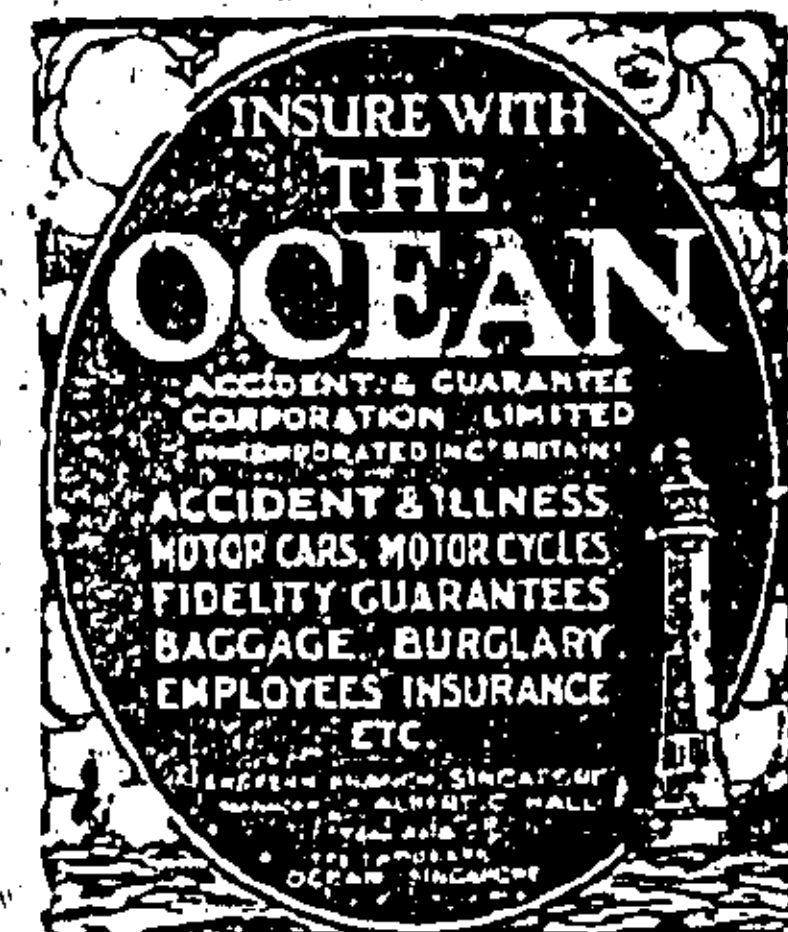
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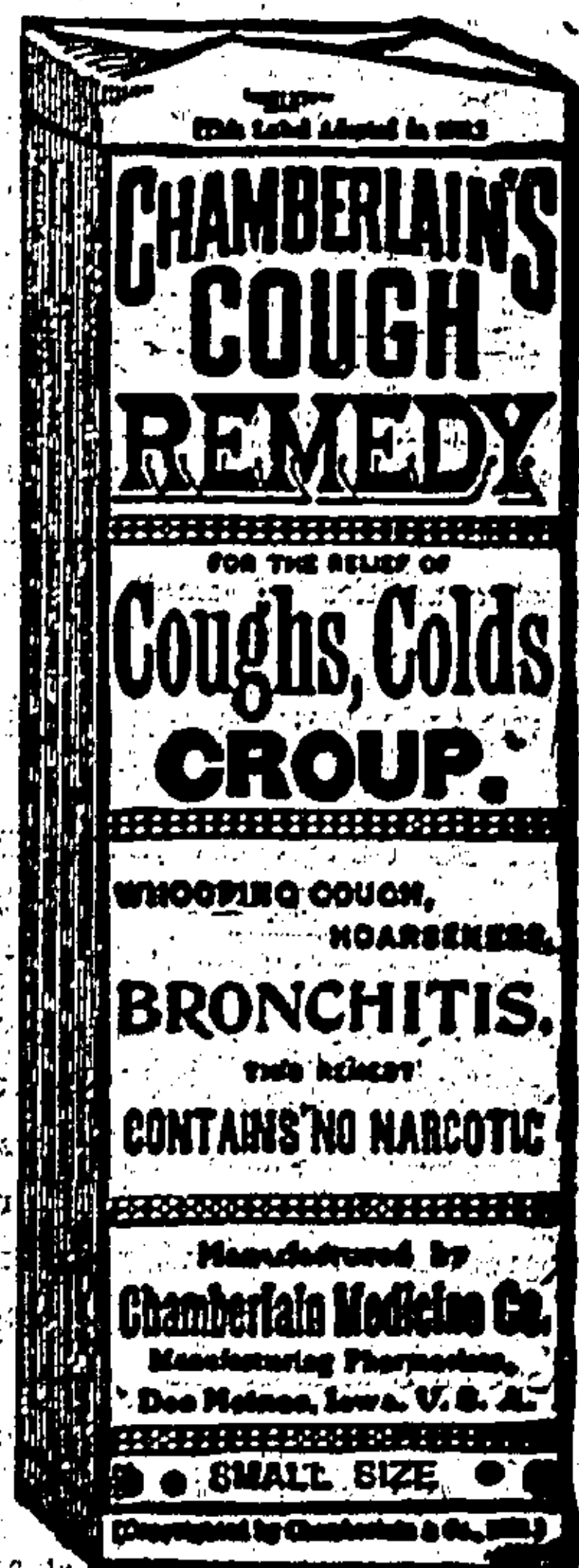


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## THE TYPHOON.

Despite the fact that "THE HONGKONG DAILY PRESS" went to press a Second Time to meet the demand for the full and detailed account of the Typhoon which it contained, the demand remained unsatisfied.

The complete report, with additions up-to-date, will be reprinted in

"THE WEEKLY PRESS"

on Saturday Morning. Those who were disappointed in not being able to obtain a Copy of the "DAILY PRESS" should make sure of "THE WEEKLY PRESS" by sending in their requisitions AT ONCE, accompanied by cash.

Price: 30 cents Per Copy.

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WEDNESDAY, 22nd, to SATURDAY, 25th August,

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5.15 p.m. — Matinee.

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AGENTS







## SHIPPING NEWS

## ARRIVALS.

August 22nd.  
*Achilles*, British str., 7,100 tons, from Vancouver and Nagasaki, with a general cargo.—B. & S.  
*Hong Sang*, British str., 1,350 tons, Capt. H. McNair, from Bangkok and Swatow, with a general cargo.—J. M. & Co.  
*Kiangtung*, British str., 1,572 tons, Capt. A. J. Scott, from Bangkok and Swatow, with a general cargo.—B. & S.  
*Kiangtung*, British str., 1,540 tons, Capt. A. Tucker, from Bangkok, with a general cargo.—B. & S.  
*Munsterland*, German str., 3,804 tons, Capt. Fr. Buch, from Shanghai, with a general cargo.—Arnhold & Co.  
*Swimming*, British str., from Canton.  
*Tilbury*, Dutch str., 3,635 tons, Capt. T. P. Schatzenburg, from Balikpapan, with a general cargo.—J. C. J. L.  
*Walshing*, British str., from Canton.

## CLEARANCES.

August 22nd.  
*Munsterland*, for Manila.  
*Swimming*, for Canton.  
*Tai Sang*, for Swatow.

## PASSENGERS.

## DEPARTURES.

Per P. & O. S. *Kashmir*, on August 22nd: Mrs. J. Brittlebank, Miss M. H. Rouse, Mrs. H. S. Cole, Miss E. I. Bryans, Mr. and Mrs. M. Stimpfer, Mr. and Mrs. H. Yeend, Dr. J. L. Shellsham, Mr. F. G. Harrison, Mr. T. Rogers, Miss Hart, Mr. A. F. Short, Mr. W. Bartlett, Mr. W. Pleat, Mr. P. McIntyre, Mr. K. S. Kotwal, Mr. and Mrs. H. Sargison, Mr. M. H. Wood, Mr. E. Isenberg, Mrs. C. White, Mrs. L. T. Ellis, Miss Chary, Dr. D. Kumaramany Billai, Dr. Wu Lien Teh, Mr. and Mrs. A. L. Leamond, Mr. C. James, Mr. H. A. Vivian, Miss H. Billett, Mr. J. J. Bicket, Mr. E. H. Bull, Mr. W. G. Brown, Mr. John, Mr. J. McMurtrie, Mrs. G. Keane, Mr. and Mrs. A. T. Peterson, Miss Nickalanyva, Capt. and Mrs. H. Simpson, Rev. D. Grogan, Lt. Comdr. G. H. Hayes, R.N., Mr. F. Scharrer, Mr. J. Cossar, Mr. and Mrs. C. W. Scharrer, Miss G. Scharrer, Mr. J. Butler, Capt. M. F. Berkeley, Mr. and Mrs. G. E. Smith, Miss A. Kromer, etc.

## SHIPPING MOVEMENTS.

The *s.s. Persia* (Blue Funnel), from Liverpool left Singapore on the 21st inst. for this port and is due here on the 25th inst.  
 The *s.s. Phoenix* (Blue Funnel), left Liverpool on the 18th inst. for Singapore, Hongkong and Shanghai and is due here on or about September 10th.  
 The *s.s. Eurydice* (Blue Funnel), left Liverpool on the 21st inst. for Straits, Hongkong, Shanghai, Kobe and Yokohama and is due here on or about September 25th.  
 The *R.M.S. Empress of Asia* left Kobe on August 21st, at 6 p.m., and was due at Nagasaki yesterday, August 22nd, at 3 p.m.

## VESSELS EXPECTED.

*Achilles* (Blue Funnel), due August 22nd.  
*Amboise* (M.M.), due August 23rd.  
*Bellerophon* (Blue Funnel), due Sept. 7th.  
*Cordillera* (M.M.), due September 11th.  
*Elpenor* (Blue Funnel), due Sept. 12th.  
*Empress of Asia*, due August 27th.  
*Mermaid* (Blue Funnel), due August 31st.  
*Mermaid* (Blue Funnel), due Sept. 8th.  
*Wagano Maru*, due August 26th.  
*Persia* (Blue Funnel), due August 25th.  
*Sophie Dickson*, due August 26th.  
*Victoria*, due August 27th.

## FIRE ON "PRESIDENT WILSON."

## FLAMES SUBSIDED IN 3 HOURS.

A San Francisco cable to Yokohama, dated August 10th, said:  
 A fire broke out yesterday on the Pacific Mail liner *President Wilson* as she lay at her berth. The fire started in the boiler room and the flames were subdued after three hours. The *President Wilson* was loaded with bullion and cargo valued at five million dollars. The vessel is temporarily out of commission and will be unable to sail for weeks. Meanwhile she is being replaced by the *President Lincoln*, which will sail on Tuesday next for the Orient.

## WORLD SHIPPING.

## GERMANY'S TONNAGE INCREASE THE LARGEST.

The 1922-23 edition of *Lloyd's Register of Shipping*, just issued, contains a record of 33,507 steamers, motor-vessels, and sailing vessels, of a total tonnage of 65,105,238, as compared with 64,370,780 tons in June, 1922.  
 The countries with the largest increases are Germany, with 702,685 tons out of the total of 795,452, and Italy, with 167,047 tons. The largest decrease occurred in the United States sea-going tonnage (141,471), and France (109,548).  
 In 1914 the United Kingdom owned nearly 44 per cent. of the world's sea-going steel and iron steam tonnage, the present percentage being just under 33. The United States now occupy second place with 12,416,000 tons, equal to 21.4 per cent.  
 The number of steam and motor-vessels of 4,000 tons and more has increased from 3,008 in 1914 to 5,636.  
 Great development in the use of steam turbine engines and of internal combustion engines is shown.  
 Less than 50 per cent. of the tonnage of the Merchant Marine now depends entirely upon coal, while in 1914 the percentage was nearly 80.

## SHIPPING NOTES.

The steamer *Pathan*, 3,145 tons gross and 3,304 net, constructed at Middlesbrough in 1905, has been sold by the Mokul Steamship Co. to the British Dominions Steamship Co. for about £20,000, and will be renamed *Rovercar*.

Instead of running the 10,000-ton ships, being built on the Clyde by Messrs. Harland & Wolff, on the European service, the Nippon Yusen Kaisha has definitely decided, says the *Motorship*, to put them on its trade between Japan and Seattle, to meet the competition of American Admiral Line.

The withdrawal of vessels, and even services, by the United States Shipping Board, whose policy in this matter is being watched with interest on this side of the Atlantic, would seem to be proceeding according to plan, for the Hongkong-Java "feeder" service maintained by the Admiral-Oriental Line with four oil-burning vessels has already been discontinued. The other feeder line, running from Hongkong to India ports, may also cease at an early date. Both services have been operating at a loss, the object of the board in maintaining them being to supply cargoes from the smaller and less accessible ports, to be transhipped at the larger ports. Under the direct Government operation scheme which is now to be conducted it was recently estimated by Mr. Lasker, the late chairman of the board, that 250 ships would be required to maintain the eighteen consolidated trade routes. The magnitude of the "cut" which will be entailed may be gathered from the fact that at one time the Lasker administration had more than 400 vessels operating on the eighty-one individual services radiating from U.S.A. ports to all parts of the world.—*Fairplay*.

## SHIPPING LOSSES.

## FIRM'S £1,300,000 DEFICIENCY.

In the compulsory liquidation of the Western Countries Shipping Company, Limited, of Cardiff, the Official Receiver reports, that the liabilities amount to £1,700,000, and the estimated assets to £385,068. With regard to the shareholders, a total deficiency of £2,550,966 is disclosed.

The company was incorporated in June, 1915, with a nominal capital of £10,000, afterwards increased to £2,500,000. It bought the Moor Line of 13 steamships for £1,401,000, and the Sutherland fleet of 11 steamers for £1,825,000. By November, 1920, the company was in difficulties owing to the sudden drop in freights and the consequent depression in the shipping trade, and it was impossible to pay the insurance premiums amounting to £170,000 on the company's steamers.

## PREVENTING CARGO PILLAGE IN AUSTRALIA.

Last year the Melbourne Harbour Trust Commissioners made arrangements for police services on the wharves. The increase in the number of police from 12 to 16 took effect from February 1st, 1921, and figures available showed that out of 257,548 tons of cargo landed during a period just before that date the claims paid by shipowners for pilage amounted to an average of 2.6 pence a ton of cargo. Since the new system has been in operation a tally has been taken over certain periods, and it was reported that on a quantity of 610,000 tons of cargo landed the claims paid amounted to an average of 3.4 pence a ton. This year the average has been 2.3 pence.

## SHIPBUILDING DURING LAST QUARTER.

*Lloyd's Register* Shipbuilding returns for the quarter ended June 30th show a decrease of about 154,000 tons, as compared with the previous quarter, in the tonnage under construction in Great Britain and Ireland, viz.:—3,277,750 tons; and the decrease as compared with twelve months ago reaches about 582,000 tons. The total includes 136,000 tons on which work has been suspended for some time. Deducting this amount, the tonnage actually under construction in Great Britain and Ireland now amounts to 1,208,000 tons. The average tonnage under construction during the twelve months immediately preceding the war was 1,890,000 tons, i.e., 682,000 tons more than the present figures. The figures for Germany and Danzig are 352,405 tons, France 170,560 tons, Italy 141,543 tons, United States 123,660 tons, and Holland 99,821 tons.

The total world tonnage—2,543,856 tons—includes 262,000 tons (of which 120,000 tons are in Great Britain and Ireland) on which work is suspended. The tonnage actually under construction is thus 2,282,000 tons, which total is 1,164,000 tons below the highest pre-war record reached on June 30th, 1913, viz.:—3,446,558 tons.

Merchant vessels under construction abroad include five in Hongkong of 13,000 tons, and 25 in Japan of 72,707 tons. Vessels commenced during the quarter include 11 for Japan of 11,350 tons, whilst vessels launched include 13 for Japan of 23,207 tons. Of the vessels under construction, two, of 15,000 tons are of Japanese nationality. In Japan 14 vessels under 2,000 tons are in hand, four between 2,000 and 3,999 tons, three between 4,000 and 5,999 tons, two between 6,000 and 7,999 tons, and one each respectively between 8,000 and 9,999 tons, and 10,000 and 14,999 tons.

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From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Australia Aug. 24	Sept. 12	Montcalm	Sept. 21 Sept. 28
Empress Asia Sept. 6	Sept. 24	Empress Scotland Sept. 29	Oct. 4
Empress Canada Sept. 22	Oct. 8	Empress France Oct. 13	Oct. 19
Empress Russia Oct. 4	Oct. 22	Empress Scotland Oct. 27	Nov. 2
Empress Australia Oct. 19	Nov. 7	Montcalm	Nov. 16 Nov. 23
Empress Asia Nov. 1	Nov. 19	Empress Scotland Nov. 24	Nov. 30
Empress Canada Nov. 17	Dec. 3	Empress France Dec. 9	Dec. 15
Empress Russia Nov. 29	Dec. 17	Empress Scotland Dec. 23	Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held easy and through tickets issued. Early reservation necessary.

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 STEAMERS  
 SHINYO MARU (calling at Manila and Keelung) ... 23,000 tons, Aug. 31st.  
 NIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 15th.  
 TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 25th.  
 TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th.  
 KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.  
 HONGKONG TO VALPARAISO.  
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.  
 SAN PEDRO, MANZANILLO, BALBOA.  
 CALLAO, MOLLEND, AFRICA AND IQUIQUE.  
 TRINITY BY TRANS-ANDALUSIA ROUTE TO BUENOS AIRES.  
 STEAMERS  
 GINYO MARU ... 16,000 tons, September 8th.  
 ANYO MARU ... 18,700 tons, October 26th.  
 SEIYO MARU ... 14,000 tons, December 4th.  
 RAKUYO MARU ... 18,500 tons, January 15th.  
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 STEAMER LEAVE HONGKONG  
 MEIYO MARU ... about September 30th.  
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## FOR HAIPHONG via Hoihow &amp; Pakhoi

s.s. "TAIKWA MARU" ... on or about 22nd Aug.

## FOR KEELUNG via Swatow &amp; Amoy

s.s. "NANYO MARU No. 1" ... on or about 22nd Aug.

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 Top Floor, King's Building. Tel. Central No. 140.

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 "PRESIDENT LINCOLN" ... Sept. 17th.

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## HONGKONG—MANILA

"PRESIDENT LINCOLN" ... Sept. 4th.

## HONGKONG—CALCUTTA

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S.S. "LAKE GILPEN" ... Thursday, Aug. 23rd, at 5 p.m.

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SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Thursday, 28th Aug., at 11 a.m.

FUSHIMI MARU ... Wednesday, 12th Sept., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

MATSUYE MARU ... Sunday, 2nd Sept.

LIVERPOOL via MARSEILLES & VALENCE

DARBAN MARU ... Friday, 31st Aug.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISEON MARU ... Friday, 31st Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA

MURORAN MARU ... Sunday, 26th Aug.

HAKUZAKI MARU ... Sunday, 26th Aug.

NAGANO MARU ... Monday, 3rd Sept.

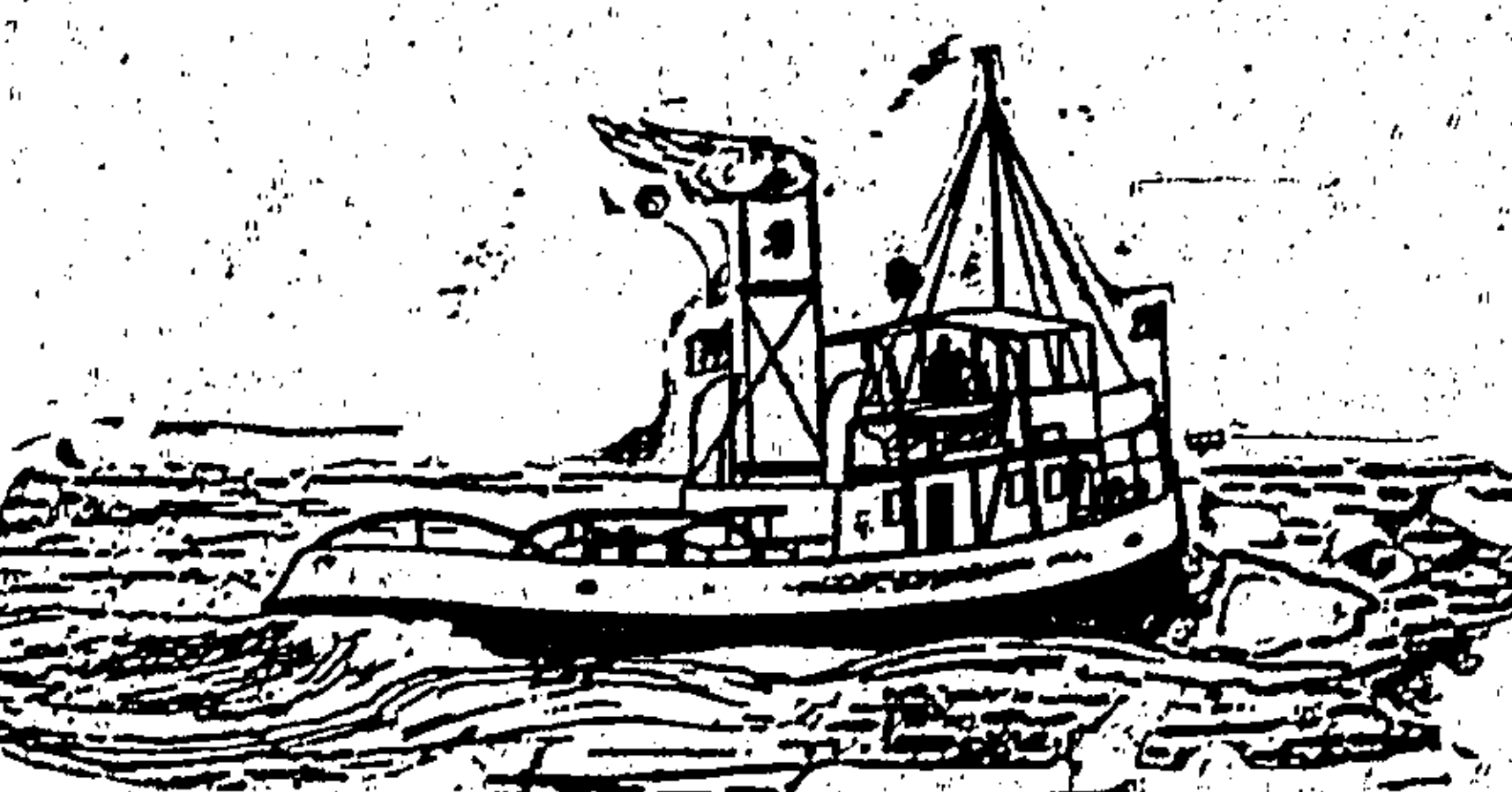
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S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe &amp; Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam &amp; Hamburg.

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S.S. "CITY OF BOSTON" ... via Suez Canal ... 26th August.  
 S.S. "ANTILLOCH" ... via Suez Canal ... 30th Sept.  
 S.S. "BELLEROPHON" ... via Suez Canal ... 10th Sept.  
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.

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PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	28th Aug.	1st Oct.
CORDELLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	9th Oct.	14th Nov.

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 \*HAIPHONG ... Capt. W. O. Passmore ... Sunday, 26th Aug. at 10 a.m.  
 \*HAIPHONG ... Capt. Ellis Walker ... Tuesday, 28th Aug. at 1 p.m.

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S.S.	Year	From Hongkong (about)	Destination
"ALIPORE"	5,273	24th Aug. 4 p.m.	Spore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	7th Sept.	S'way, Mars, Gib, L'don & A'warp.
"SICILIA"	8,813	20th Sept.	Spore, Penang, Colombo & B'way.
"DONGOLA"	8,083	21st Sept.	Mars, Gib, L'don & Antwerp.
"MANTUA"	10,902	8th Oct.	S'way, Mars, Gib, L'don & A'warp.
"SOUDAN"	8,686	17th Oct.	Spore, Penang, Colombo & B'way.
"KARMA"	9,088	18th Oct.	Mars, Gib, London & Antwerp.
"CALEDONIA"	7,682	2nd Nov.	do.
"NELLORE"	6,883	4th Nov.	do.
"MALWA"	10,441	16th Nov.	do.
"KALYAN"	9,082	30th Nov.	B'way, Mars, Gib, L'don & A'warp.
"SOUDAN"	8,686	13th Dec.	Spore, Penang, Colombo & B'way.
"DEVANHA"	8,082	14th Dec.	Mars, Gib, London & Antwerp.

1924.

"MACEDONIA"	11,089	25th Jan.	[MARSEILLES & LONDON via Usual Ports of Call]
"KASHGAR"	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMA"	9,088	7th March	do.
"NALLERAI"	15,993	21st March	do.
"DELTA"	9,087	4th April	do.
"CHINA"	7,952	18th April	do.

**BRITISH INDIA - APCAR SAILINGS**

"JAPAN"	6,052	1st Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,824	8th Sept.	do.

**EASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN"	4,000	1st Sept.	[Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.]
"ARAFURA"	6,000	8th Oct.	do.

Frequent connections to Australia with the following—  
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal, [San Francisco, etc.]  
 The P. & O. Branch Service of Steamers to London via the Cape  
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal

**SAILING TO SHANGHAI & JAPAN**

"MANTUA"	10,902	23rd Aug. 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,813	29th Aug.	Shanghai.
"TANDA"	8,356	29th Aug.	Yokohama & Kobe.
"KARMA"	9,088	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

\*WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\*Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on-carriage steamer.  
 \*First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

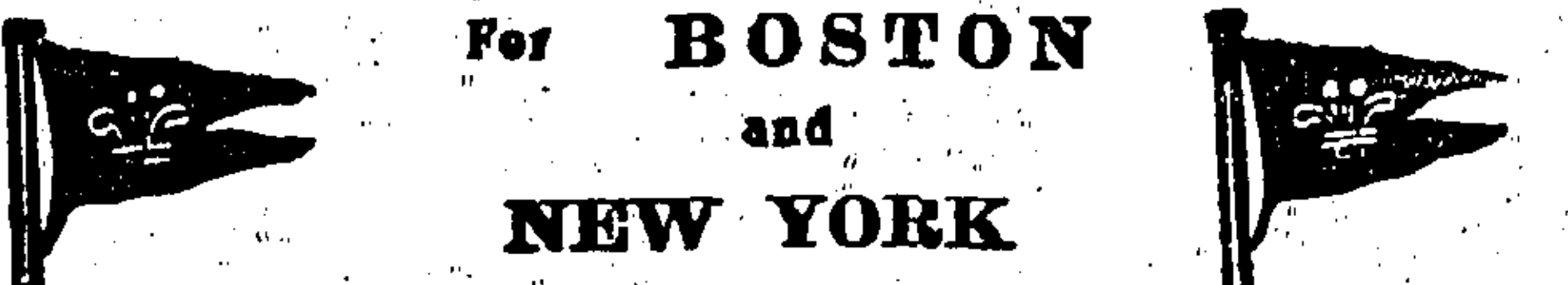
**MACKINNON MACKENZIE & CO.,**

23, Des Voeux Road Central, HONGKONG.

Agents.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

**FURNESS (FAR EAST) LIMITED,**Telephone: Central 8163 (Incorporated in Great Britain)  
Telegrams (Paraprice) St. George's Building**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION	
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.	
"LONDON MARU" ... Sunday, 16th Sept.	
BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon	
"CHICAGO MARU" ... Tuesday, 18th Sept.	
BOMBAY—fortnightly service via Singapore and Colombo.	
"ARGON MARU" (Call at Penang) ... Tuesday, 4th Sept.	
"ANDES MARU" ... Thursday, 25th Sept.	
SAIGON, HANGKOK & SINGAPORE—Regular monthly Passenger Service.	
"BUNHO MARU" ... Saturday, 1st Sept.	
CALCUTTA—Monthly Service via Singapore and Rangoon.	
"HONOLULU MARU" ... Wednesday, 12th Sept.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.	
"HAWAII MARU" ... Friday, 31st Aug.	
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Passenger & Cargo Service.	
"ATLAS MARU" ... Beginning of Sept.	
JAPAN PORTS—Kobe, Yokohama via Shanghai.	
"AMAZON MARU" ... Friday, 21st Sept.	
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.	
"AMAKUSA MARU" ... Friday, 24th Aug. Noon.	
TAKAO via SWATOW & AMOY.	
"TOSHU MARU" ... Thursday, 30th Aug. 10 a.m.	
TAKAO & KEELUNG.	
"TOYON MARU" ... Monday, 3rd Sept.	

For sailing dates and other particulars please apply to O. S. K. Agents.

**C. N. C. CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
JAVA ...	"TAIKOWAN"	On 23rd Aug. D.L.
AMOY & SHANGHAI ...	"SUNNING"	On 23rd Aug. D.L.
CHEFOO & NEWCHANG ...	"HANYANG"	On 23rd Aug. D.L.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN"	On 23rd Aug. 9 a.m.
HONGAY ...	"CHENAN"	On 23rd Aug. 10 a.m.
HONGAY ...	"NANCHANG"	On 23rd Aug. 10 a.m.
SWATOW & SHANGHAI ...	"LIANGCHOW"	On 23rd Aug. 4 p.m.
SHANGHAI & TSINGTAO ...	"SZECHUEN"	On 23rd Aug. D.L.
HOIHOW & BANGKOK ...	"LINAN"	On 23rd Aug. 10 a.m.
WEIHAIWEI & TIENSTIN ...	"KUEIKOW"	On 23rd Aug. D.L.
SWATOW & SHANGHAI ...	"SINKIANG"	On 23rd Aug. Noon.
SWATOW & SINGAPORE ...	"KWEIYANG"	On 23rd Aug. 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE**

Telephone Central 23.

(JOHN SWIRE &amp; SONS, LTD.)

CARGO: "APCAR" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (JOHN SWIRE &amp; SONS, LTD.)

**AUSTRALIAN ORIENTAL LINE**

(HONGKONG, TONGAREVA, AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"CHANGSHA"	—	—

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

**BUTTERFIELD & SWIRE**

Telephone Central No. 23.

(JOHN SWIRE &amp; SONS, LTD.) Agents.

**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

**EXPRESS FREIGHT SERVICE.****TO LOS ANGELES AND SAN FRANCISCO**

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... 5th Sept. ... Leave Hongkong 5th Sept.

U.S.S. "West Carmona" ... 5th Sept. ... Leave Hongkong 5th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

**TO MANILA, ILOILO, CEBU AND ZAMBOANGA.**

U.S.S. "West Carmona" ... 30th Aug. ... Leave Hongkong 31st Aug.

U.S.S. "West Farallon" ... 7th Sept. ... Leave Hongkong 8th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

**STRUTHERS AND BARRY.**

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building, Phone Central No. 8008.

K. A. HEYUM, Res. Agent.

(23)

**DODWELL & CO., LIMITED****NEW YORK BERTH**

For BOSTON &amp; NEW YORK via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR  
 LEVANT, BLACK SEA & DANUBE PORTS.  
 FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.  
 REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 25%.

**FOR SHANGHAI YOKOHAMA & KOBE**

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

**FOR BRINDISI, VENICE & TRIESTE**

Via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

**NATAL LINE OF STEAMERS.**

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED,**

Telephone Central 1030. Agents.



## POST OFFICE NOTICE.

Telegraphic Communication with Gap Rook and Waglan Light-houses is interrupted.

Wireless Communication with Kwong Toheou Wan is interrupted.

## INWARD MAILS.

FROM	PER	DATE
SHANGHAI ... ..	Stokers ... ..	21st Aug.
SHANGHAI ... ..	Stokers ... ..	23rd Aug.
Europe via Suez (Letters & Papers, London, 25th July, & Letters via Brindisi, 24th July & London parcels 19th July)	Manila ... ..	23rd Aug.
Manila ... ..	Pres. Jefferson ... ..	24th Aug.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Grant ... ..	27th Aug.
AUSTRALIA AND MANILA ... ..	Victoria ... ..	27th Aug.
BOMBAY ... ..	Nagano Maru ... ..	2nd Sept.

## OUTWARD MAILS.

FOR	PER	DATE
Straits and Calcutta ... ..	Laisang ... ..	Thursday, 23rd, 1.0 P.M.
Swatow and Amoy ... ..	Glenaloch ... ..	1.30 P.M.
Shanghai and Japan ... ..	Manila ... ..	2.30 P.M.
Straits, Ceylon, Mauritius, L. Marques, & Africa, India via Dhanu, Ashkodi, & Bombay ... ..	Alipore ... ..	2.30 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VANCOUVER, B.C., due Vancouver, 12th Sept. ... ..	Empire of Australia ... ..	3.00 P.M.
Ship sails 24th inst. 6.00 a.m. ... ..	Leasing ... ..	5.00 P.M.
Hocho and Haiphong ... ..	Haiphong ... ..	5.00 P.M.
Swatow, Amoy and Foochow ... ..	Yunnan ... ..	Friday, 24th, 8.00 A.M.
Hocho Pakhoi and Haiphong ... ..	Tikarung ... ..	9.00 A.M.
Straits ... ..	Tikarung ... ..	10.00 A.M.
Java via Batavia ... ..	Amakusa Maru ... ..	11.00 A.M.
Swatow, Amoy and Formosa ... ..	Wing Sang ... ..	2.00 P.M.
Manila ... ..	Pres. Jefferson ... ..	Saturday, 25th, 3.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VICTORIA, B.C., due Victoria, B.C. 14th Sept. ... ..	Pres. Grant ... ..	5.00 P.M.
Ship sails 28th inst. 10 a.m. ... ..	Haiphong ... ..	5.30 P.M.
Swatow ... ..	Haiphong ... ..	Sunday, 26th, 9.00 A.M.
Straits, Ceylon, Mauritius, L. Marques, & Africa, India via D'Kodi, & Bombay ... ..	Wakasa Maru ... ..	Monday, 27th, 10.30 A.M.
Sandakan ... ..	Mausing ... ..	Tuesday, 28th, 10.00 A.M.
Shanghai and Japan ... ..	Hakodadi Maru ... ..	10.30 A.M.
Swatow, Amoy and Foochow ... ..	Haiphong ... ..	Noon
Straits, Bangkok, Ceylon, Mauritius, L. Marques, & Africa, India via D'Kodi, Egypt, & EUROPE via MARSEILLE, due Marseilles, 30th Sept. ... ..	Swao Maru ... ..	Wednesday, 29th, 8.45 A.M.
Manila ... ..	Pres. Grant ... ..	Registration Letters 9.30 A.M.
		2.30 P.M.

\* Correspondence bearing vessel's name only.

## COMMERCIAL.

## OPENING QUOTATIONS.

22nd August, 1923.

ON LONDON.—	Telegraphic Transfer ... ..	2/3
Bank Bill, on demand ... ..	— 2/3 1/16	
Bank Bill, at 30 days sight ... ..	— 2/3 1/16	
Bank Bill, at 4 months sight ... ..	— 2/3 1/16	
Credits, at 4 months' ... ..	— 2/3 1/16	
Documentary Bills, 4 months' sight ... ..	— 2/4 1/16	
ON PARIS.—	Bank Bill, on demand ... ..	800
Credits, 4 months' sight ... ..	— 800	
ON NEW YORK.—	Bank Bill, on demand ... ..	51 1/2
Credits, at 30 days sight ... ..	— 52 1/2	
ON BOMBAY.—	Telegraphic Transfer ... ..	140
Bank Bill, on demand ... ..	— 140	
ON CALCUTTA.—	Telegraphic Transfer ... ..	140
Bank Bill, on demand ... ..	— 140	
ON SHANGHAI.—	Bank Bill, at sight ... ..	nom.
Private, 30 days sight ... ..	— 104 1/2	
ON YOKOHAMA.—	On demand ... ..	103
ON MANILA.—	On demand ... ..	96 1/2
ON SINGAPORE.—	On demand ... ..	133 1/2
ON BATAVIA.—	On demand ... ..	nom.
ON HAIPHONG.—	On demand ... ..	nom.
ON SAIGON.—	On demand ... ..	23 1/2
ON HONGKONG.—	On demand ... ..	8 1/2
SOVEREIGN, Bank's Buying Rate ... ..	— 49	
Gold Leaf, 100 fine, per tael ... ..	— 31	
BAR SILVER, per oz. ... ..	— 31	

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
 Authorized Capital ... .. \$50,000,000  
 Paid-up Capital ... .. \$20,000,000  
 Reserve Funds ... .. \$4,000,000  
 Silver ... .. \$24,000,000  
 Reserve Liability of Proprietors \$30,000,000

Court of Directors:  
 Hon. Mr. A. O. LING—Chairman.  
 D. G. M. BARNARD, Esq.—Deputy Chairman.  
 A. H. COMPTON, Esq. W. L. PATTERSON, Esq.  
 G. M. DODWELL, Esq. J. A. PHILLIPS, Esq.  
 G. T. M. EDKINS, Esq. H. P. WHITE, Esq.

Chief Manager:  
 Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—  
 J. McARTHUR, Esq.  
 Manager: Shanghai—G. H. SMITH, Esq.

## LONDON BRANCHES.

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, 14th June, 1923. [27]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.  
 A. G. STEPHEN,  
 Chief Manager.  
 Hongkong, 14th November, 1922. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
 HEAD OFFICE—LONDON.

Authorized Capital ... .. £2,000,000  
 Subscribed Capital ... .. £1,000,000  
 Reserve Funds ... .. £2,000,000  
 Reserve Liability of Proprietors ... .. £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
 A. H. FERGUSON,  
 Manager.  
 Hongkong, May 6th, 1922. [31]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.  
 Subscribed Capital ... .. Frs. 72,000,000.00  
 Paid-up Capital ... .. Frs. 68,400,000.00  
 Reserve Fund ... .. Frs. 59,607,283.54

BRANCHES:  
 Bangkok, Hongkong, Saigon, Batavia, Canton, Shanghai, Hankow, Peking, Tientsin, Yunnan, etc.

BANKERS:  
 IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

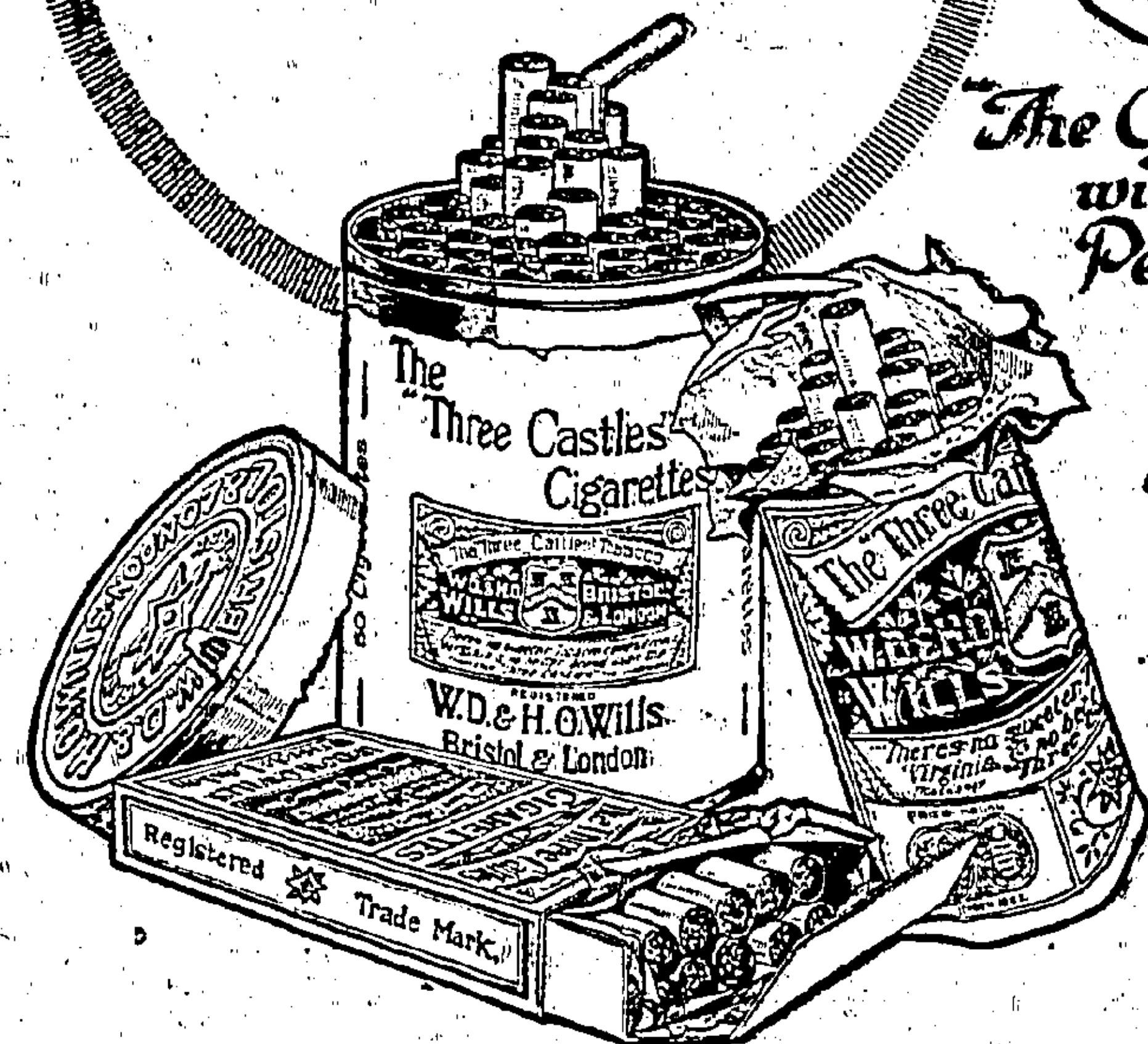
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
 Every description of banking and exchange business transacted.  
 Y. MARBOT,  
 Acting Manager.  
 Hongkong, July 12th, 1921. [32]

## The "Three Castles" Cigarettes

JUST PURE RICH

MELLOW VIRGINIA

TOBACCO.



The Cigarette with the Pedigree

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES  
 LONDON SERVICE  
 (DIRECT)

"PATROCLUS" 4TH SEPT. Marseilles, London & Rotterdam  
 "LYCAON" 17TH SEPT. London, Rotterdam & Hamburg.  
 "MENTOR" 24TH SEPT. London, Rotterdam & Hamburg.  
 "AGAPOR" 8TH OCT. London, Rotterdam & Dunkirk.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"AGAMEMNON" 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.  
 "ET. TEMPLAR" 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.  
 "PROMETHEUS" 1ST OCT. Marseilles, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

(VIA KOREA AND YOKOHAMA).

"ACHILLES" 12TH SEPT. Victoria, Seattle & Vancouver.  
 "PHILOCTETES" 26TH SEPT. "

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"ANTIOCHUS" 5TH SEPT. via Suez and Boston.  
 "BELLEROPHON" 15TH SEPT. via Suez and Boston.

## PASSENGER SERVICE

"MENTOR" 1ST SEPT. for Moji, Kobe & Yokohama.  
 "PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London.  
 "MENTOR" 24TH SEPT. for Singapore & London.  
 "TEIRESIAS" 5TH NOV. for Singapore & London.  
 "SARPEDON" 11TH DEC. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO  
 BUTTERFIELD & SWIRE  
 (JOHN SWIRE & SONS, LTD.),  
 AGENTS.

## THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:  
 York Building, Chater Road, Hongkong.

BRANCHES:  
 Shanghai—51, Kiangso Road.  
 Hankow—British Consulate.

CONTRIBUTORS IN:  
 London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.  
 Attractive rates for all kinds of Deposits.  
 Inquiries are welcome.

1923 [ ]  
 H. H. MAI,  
 Manager.

## THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE:  
 Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.  
 Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.  
 The Bank also conducts a Savings Department.

K. C. LAU,  
 Chief Manager.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:  
 15, Greenchurch Street, London, E.C. 3.

Authorized Capital ... .. £2,000,000  
 Subscribed Capital ... .. £1,000,000  
 Paid-up Capital ... .. £1,000,000  
 Reserve Fund ... .. £1,200,000

BANKERS:  
 THE BANK OF ENGLAND,  
 THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:  
 Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Ranchi, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:  
 Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.  
 N. C. WILSON,  
 Manager.  
 7 Queen's Road Central, Hongkong, May 31st, 1923. [30]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1893.

Capital Subscribed ... .. Yen 60,000,000  
 Capital (Paid-up) ... .. Yen 52,500,000  
 Reserve Funds ... .. Yen 12,180,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:  
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Karenko, Keelung, Mankung, Nanto, Pinan, Shingien, Taichu, Tainan, Takow, Tamsui, Tohyen, Aiko.

CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:  
 LONDON COUNTRIES WESTMINSTER AND PAR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.  
 S. KONDOH,  
 Manager.

HONGKONG BRANCH:  
 4, Des Vaux Road,  
 Hongkong, 17th September, 1922.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:  
 No. 10, Des Vaux Road C., HONGKONG.

Established 1910.  
 Authorized Capital ... .. \$10,000,000.00  
 Paid-up Capital ... .. 5,000,000.00  
 Reserve Fund ... .. 500,000.00

DIRECTORS:  
 Mr. PENG WAI TING, Chairman,  
 Hon. Mr. CHOW Mr. HUYNH TAI,  
 Shou Son, Mr. KAN YING PO,  
 Mr. LI Koon Chun, Mr. MOK CHING KONG,  
 Mr. FUNG PING SHAN, Mr. WONG YUN TONG,  
 Mr. P. K. KWOK, Mr. CHAN CHING SHEK,  
 Mr. KAN CHIU NAM, Mr. NG CHANG LOK.

Chief Manager ... Mr. KAN TONG PO,  
 Asst. Manager ... Mr. LI TSE FONG.

BRANCHES & AGENCIES—

LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, KOBE, SAIGON, PENANG, HANKOW, BATAVIA, SOURABAYA, MANILA, BOMBAY, SAMARANG, CALCUTTA, CANTON.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum  
 For 6 months at the rate of 4 per cent. per annum  
 For 12 months at the rate of 5 per cent. per annum  
 KAN TONG PO,  
 Chief Manager.  
 Hongkong, February 28th, 1921. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... .. Yen 100,000,000  
 Reserve Fund ... .. Yen 60,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:

Batavia, Kobe, Soerabaya, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Shanghai, Hongkong, Manila, Singapore, Nagasaki, Yokohama, Siam, etc.

Hankow, Newchwang, Tientsin, Osaka, New York, Hongkong, Peking, Harbin, etc.

Kai Yuen, Jangso, Vladivostok, etc.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,  
 Manager.

10th March, 1922. [35]

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... .. F. 100,000,000 28,333,333  
 Paid-up Capital ... .. F. 80,000,000 28,333,333  
 Reserve Fund ... .. F. 10,768,166 21,647,432  
 Special Reserve ... .. F. 22,000,000 21,888,333

Head Office—Amsterdam.  
 Branches at:  
 The Hague—Rotterdam.  
 Head Agency—Batavia.

BRANCHES:

Bandjoeasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Cheribon, Pecalang, Tegal, Djember, Penang, Tjilatjap, Tjokjakarta, Pontianak, Tjilatjap, Kobe, Rangoon, Weltevreden, Kota-Badja, Samarang.

AGENCIES—

NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOURABAYA, BOMBAY, CANTON.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd. The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP,  
 Agent.

Hongkong, August 14th, 1923. [37]

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... .. \$60,000,000.00  
 Paid-up Capital ... .. 18,273,600.00  
 Reserve Funds ... .. 9,623,425.24

HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central.

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